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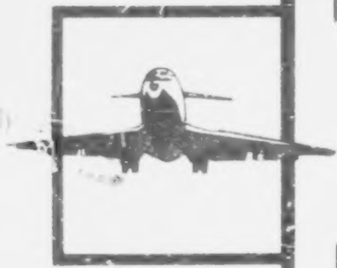

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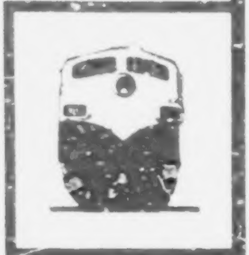
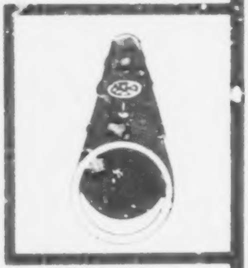


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1985 ACCIDENTS



NTSB/AAB-86/15

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No.
NTSB/AAB-86/15

2. Government Accession No.
PB86-916915

3. Recipient's Catalog No.

4. Title and Subtitle
Aircraft Accident Briefs - Brief Format
U.S. Civil and Foreign Aviation
Calendar Year 1985 - Issue Number 1

5. Report Date
April 14, 1986

6. Performing Organization Code

7. Author(s)

8. Performing Organization Report No.

9. Performing Organization Name and Address
Bureau of Field Operations
National Transportation Safety Board
Washington, D.C. 20594

10. Work Unit No.

11. Contract or Grant No.

12. Sponsoring Agency Name and Address
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

13. Type of Report and Period Covered
Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 0001 through 0200

17. Key Words
Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather

18. Distribution Statement
This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classification (of this report)
UNCLASSIFIED

20. Security Classification (of this page)
UNCLASSIFIED

21. No. of Pages
418

22. Price

NTSB Form 1765.2 (Rev. 9/74)

I

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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1985

IX

File Order Listing - Issue No. 1, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1	263LT	022385	NAMPA ID	LYOYD THOMPS	POBER PIXI	NONE	210
2	996MP	011485	DEER PARK, WA	BELLANCA	7ECA	NONE	362
3	6475B	011685	TROUTDALE, OR	CESSNA	T210M	MINOR	290
4	2321S	020285	ONTARIO, OR	CESSNA	337B	SERIOUS	292
5	1806C	021785	PASCO, WA	BEECH	BE-77	NONE	374
6	5590H	011885	WA KEENEY, KS	PIPER	PA-20	NONE	218
7	541T	030285	OSAGE BEACH, MO	BEECH	35	NONE	244
8	14000	011385	PLACERVILLE, CA	WACO	YKC	MINOR	104
9	4702A	010585	PULLMAN, WA	CESSNA	152A	NONE	358
10	20828	010385	ELLISONORE, MO	CESSNA	182P	NONE	234
11	CFCBT	020185	SIOUX, SD	CESSNA	180A	NONE	314
12	7138F	010285	PAWNEE CITY, NE	CESSNA	15CF	FATAL	268
13	5056F	010985	GLENNALLEN, AK	FAIRCHILD HI	FH-1100	MINOR	6
14	410WR	013185	UNALAKLEET, AK	CESSNA	U206G	NONE	18
15	101PQ	010285	LORDSBURG, NM	CESSNA	210B	MINOR	272
16	62LC	011485	MCGRATH, AK	DEHAVILLAND	DHC-2	NONE	14
17	68318	010885	DES MOINES, IA	CESSNA	152	MINOR	194
18	8127F	012885	OTTAWA, KS	CESSNA	150F	MINOR	222
19	7025X	011385	INDEPENDENCE, MO	CESSNA	150A	NONE	236
20	5162D	011785	WICHITA FALLS, TX	CESSNA	182A	MINOR	322
21	5046C	010585	NEWBURG, ND	BELLANCA	8GCBC	NONE	262
22	7396U	011185	NOME, AK	CESSNA	C-207	NONE	12
23	1827A	011085	ANCHORAGE, AK	PIPER	PA-18	NONE	8
24	1912A	010885	SHAKTOOLIK, AK	PIPER	PA-18	NONE	2
25	9946M	010985	MT VILLAGE, AK	CESSNA	207	MINOR	4

File Order Listing - Issue No. 1, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
26	2403A	012285	SAHUARITA, AZ	PIPER	PA-38-112	NONE	88
27	6750C	010485	BILLINGS, MT	BEECH	B36TC	MINOR	254
28	5649E	011385	VERMILLION, KS	CESSNA	172N	MINOR	216
29	59619	011085	KENAI, AK	BELL	206BIII	FATAL	10
30	7889H	030285	SKWENTNA, AK	PIPER	PA-12	NONE	26
31	99021	011085	SNELLING, CA	BELL	204	NONE	100
32	13355	010685	SUNLAND, CA	CROWDER	GREAT LAKE	NONE	96
33	18664	022785	LEE'S SUMMIT, MO	CESSNA	177B	NONE	242
34	89090	030685	BRADLEY, AR	AERO COMMAND	S2R	NONE	76
35	2060V	030985	WHITTIER, AK	BELL	206B	FATAL	32
36	4745P	021685	ELMENDORF AFB, AK	CESSNA	152	MINOR	24
37	58RF	030285	MOSES POINT, AK	BELL	UH-1H	MINOR	28
38	58111	031585	MCKNLEY PARK, AK	BELL	206B	NONE	38
39	4810A	032585	KANEKTOK RIVE [illegible]	PIPER	PA-22	NONE	42
40	3575Z	010485	RAWLINS, WY	PIPER	PA-18-150	MINOR	394
41	8121E	040285	AUSTIN, TX	MOONEY	M20A	NONE	340
42	4270A	010585	POMPANO BEACH, FL	RAVEN	S-60A	SERIOUS	156
43	3362M	010685	MIRAMAR, FL	PIPER	PA-12	MINOR	158
44	33883	021785	RENO, NV	SCHWEIZER	SGS-126E	NONE	282
45	3710T	022285	GASTON, OR	TAYLORCRAFT	F19	NONE	298
46	6588S	020885	SPOKANE, WA	BEECH	58TC	NONE	370
47	3056V	021085	BOISE, ID	CESSNA	172	NONE	208
48	9937M	031185	MCGRATH, AK	CESSNA	207	MINOR	34
49	4523M	020885	SOLDOTNA, AK	PIPER	PA-11	MINOR	20
50	1715U	030285	DILLINGHAM, AK	CESSNA	207	NONE	30

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
51	78468	031485	NULATO, AK	CURTISS	C-46R	NONE	36
52	714FT	031885	ROLLA, MO	CESSNA	150M	MINOR	248
53	4781A	020185	OLATHE, KS	CESSNA	A152	NONE	224
54	89782	012685	ASHDOWN, AR	CESSNA	152	FATAL	70
55	1040Z	031585	PRINCETON, MO	HUGHES	369HS	NONE	246
56	8541C	021785	WALDRON, MO	PIPER	PA-20	NONE	240
57	61868	021685	FORT MADISON, IA	CESSNA	172M	NONE	198
58	1140L	032385	FT. SMITH, AR	MOONEY	M20J	NONE	78
59	58816	010585	EL MONTE, CA	CESSNA	182P	NONE	94
60	59549	010885	TRIMMER, CA	BELL	206B	MINOR	98
61	4846E	022285	YUBA CITY, CA	CHAMPION	7GC	NONE	122
62	1169C	021985	RIFLE, CO	CESSNA	A185F	NONE	148
63	4035G	021885	STEAMBOAT SPRNG, CO	HILLER	FH-1100	NONE	146
64	3820S	011785	SAN CARLOS, AZ	CESSNA	172E	NONE	86
65	8675C	022485	POLSON, MT	PIPER	PA-18	NONE	256
66	9795X	022585	FORT BRIDGER, WY	CESSNA	210	NONE	398
67	94703	020585	ENGLEWOOD, CO	CESSNA	152	NONE	144
68	2112K	010285	YODER, CO	PIPER	PA-28-181	NONE	140
69	8306F	020485	TAHOLAH, WA	HUGHES	369D	MINOR	368
70	4513R	021685	HOT SPRINGS, SD	PIPER	PA-28-140	NONE	316
71	11HE	040185	KANSAS CITY, MO	EHLERS	STARDUSTER	NONE	250
72	2242C	031085	ARROYO SECO, NM	CESSNA	180	NONE	276
73	84572	021785	SPANAWAY, WA	CESSNA	172	NONE	372
74	71837	022385	DAVIE, FL	CESSNA	182M	NONE	186
75	3630D	021085	PANAMA CITY, FL	SCHWEIZER	G-164A	NONE	180

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76	4757H	030585	CHATTANOOGA, TN	MOONEY	M20J	SERIOUS	318
77	23160	021385	WESTVILLE, FL	CESSNA	150	NONE	184
78	269E	013085	LOWER LAKE, CA	HELIO	H-295	NONE	112
79	4363Z	022685	FREMONT, CA	PIPER	PA-18-180	NONE	128
80	64JK	022585	CONCORD, CA	CESSNA	421	NONE	124
81	84499	010685	OLATHE, KS	PIPER	PA-28-161	NONE	214
82	10894	012385	BELOIT, KS	CESSNA	150L	NONE	220
83	3845V	012785	LOPEZ, WA	CESSNA	170A	FATAL	366
84	679FL	011385	KENT, WA	PIPER	PA-28-140D	FATAL	360
85	17271	012885	MIAMI, FL	BELL	47-G	NONE	174
86	3P54D	010685	WESLEY CHAPEL, FL	CESSNA	182A	NONE	162
86	94560	010685	WESLEY CHAPEL, FL	CESSNA	152	NONE	160
87	5194U	010485	CAMARILLO, CA	CESSNA	172RG	NONE	92
88	212Y	021085	CAMARILLO, CA	BEECH	65	NONE	116
89	222CW	020985	MERRITT ISLAND, FL	CESSNA	411A	NONE	178
90	5587X	021085	IMMOKALEE, FL	MONERAI	S-P	MINOR	182
91	8591N	020785	MERRITT ISLAND, FL	PIPER	PA-28R-200	NONE	176
92	2369P	031785	BYRON, CA	PIPER	PA-38-112	NONE	136
93	4021A	022085	STOCKTON, CA	BELL	47G-2	MINOR	120
94	74315	021585	CORONA, CA	BELLANCA	14-13-2	MINOR	118
95	8870R	031585	PASO ROBLES, CA	BELLANCA	14-19	NONE	132
96	5073F	041085	ROSSTON, OK	FAIRCHILD HI	FH-1100	NONE	288
97	1106M	010485	NEWARK, NJ	HUGHES	500D	FATAL	270
98	5105G	030685	BESSEMER, AL	CESSNA	172H	NONE	68
99	1356A	010385	SALT LAKE CITY, UT	AEROSPATIALE	SA315B	MINOR	346

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File Number	Aircraft Regist.	Date	Location	Aircraft		Injury Index	Page
				Make	Model		
100	51671	031385	SALT LAKE CITY, UT	ENSTROM	F-28L	NONE	352
101	53430	012885	HOLLISTER, CA	CESSNA	150L	NONE	110
102	9438	032385	LIBERTY, NC	GROSS	TAYLOR TIT	FATAL	260
103	731EZ	021685	LAS VEGAS, NV	CESSNA	P210	NONE	280
104	87977	012285	FORKS, WA	HILLER	UH12DJ3	NONE	364
105	2965A	031285	FISH LAKE VALLE, NV	PIPER	PA-32-300	NONE	284
106	30377	030885	STANWOOD, WA	CESSNA	177A	NONE	376
107	5033W	031585	BREMERTON, WA	BELLANCA	7GCBC	NONE	382
108	4852G	012885	GRAND CANYON, AZ	CESSNA	172N	NONE	90
109	7137P	040385	JUSTIN, TX	PIPER	PA-24-250	NONE	342
110	3562X	033085	MATAGORDA IS., TX	PIPER	PA-28RT-20	NONE	338
111	XBANR	032685	PHARR, TX	CESSNA	206	NONE	334
112	5636B	021785	HILTON HEAD, SC	MAULE	M-5-235C	MINOR	312
113	2512F	021685	PONTOTOC, MS	BELLANCA	7ECA	MINOR	252
114	1618U	011685	UNKNOWN, AK	CESSNA	207	FATAL	16
115	7866Z	033085	KENAI, AK	CESSNA	150C	NONE	44
116	73616	032485	ANGOLA, LA	CESSNA	172M	NONE	232
117	91224	032385	KENAI, AK	CESSNA	180	NONE	40
118	81DS	011385	LITTLETON, CO	RAVEN	S55A	NONE	142
119	5051U	040485	BURNS, OR	BELLANCA	8GCBC	NONE	302
120	2582P	042085	DEXTER, OR	LAKE	BUCCANEER	NONE	306
121	8495	031485	RITZVILLE, WA	GRUMMAN	164A	NONE	378
122	1263W	031585	DAVENPORT, WA	WEATHERLY	201B	NONE	380
123	9861L	041385	HAMPTON, OR	GRUMMAN	AA-1B	NONE	304
124	5438B	040385	WALLA WALLA, WA	CESSNA	182	NONE	386

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	age
125	772GW	032085	TRINIDAD, WA	PIPER	PA-28-180	FATAL	384
126	8834Q	041085	LESLIE, GA	AERO COMMAND	S2R	NONE	192
127	6829L	012185	ORLANDO, FL	CESSNA	340A	NONE	170
128	830V	011885	NEWHALL, CA	BELL	205A-1	FATAL	106
129	2104X	010185	ODESSA, FL	FUJI HEAVY I	LM-1 "NIKK	SERIOUS	154
130	3872D	011185	BOCA RATON, FL	BEECH	A36TC	FATAL	164
131	314RM	021885	LOWELL, OR	BELL	214B1	MINOR	296
132	9166A	031085	CHRISTMASVALLEY, OR	CESSNA	170A	MINOR	300
133	233W	020985	CENTRAL POINT, OR	GULFSTREAM A	AC-680F	FATAL	294
134	6653G	032385	BANNING, CA	CESSNA	150	MINOR	138
135	55XV	012185	PALM SPRINGS, CA	HELIO COURIE	H-250	NONE	108
136	85550	022585	SANTA BARBARA, CA	ROBINSON	R-22A	SERIOUS	126
137	5823X	031585	TRUCKEE, CA	ENGEL	ENGEL AIR	NONE	134
138	9755T	011385	COMPTON, CA	PIPER	PA-38-112	MINOR	102
139	9018T	013185	APPLE VALLEY, CA	CESSNA	182C	SERIOUS	114
140	5515G	031485	ANGEL FIRE, NM	CESSNA	310	NONE	278
141	739GA	071985	SYKESTON, ND	CESSNA	172	NONE	266
142	8553X	031285	SODA SPRINGS, ID	CESSNA	172	NONE	212
143	55582	011685	DAVENPORT, IA	RAVEN	RALLY RX7	NONE	196
144	8278Y	030885	S LAKE TAHOE, CA	PIPER	PA-44-180T	NONE	130
145	759WE	011485	WAPITI, WY	CESSNA	182Q	SERIOUS	196
146	70CZ	011785	KEY WEST, FL	PIPER	PA-31-350	MINOR	168
147	3153M	041785	ANCHORAGE, AK	PIPER	PA-12	NONE	46
148	31282	042785	HOLITNA RIVER, AK	BELLANCA	7GCBC	SERIOUS	54
149	63719	021485	PORT HEIDEN, AK	PIPER	PA-31	FATAL	22

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
150	4246T	050385	BETHEL, AK	PIPER	PA-32	NONE	56
151	1716Z	042485	ANCHORAGE, AK	CESSNA	336	NONE	50
152	4863C	042685	SEWARD, AK	CESSNA	206	NONE	52
153	6282X	032885	EL PASO, TX	CESSNA	TU206G	NONE	336
154	2163C	032485	BAY CITY, TX	CESSNA	195B	NONE	332
155	26EW	030285	BIG SPRING, TX	HILLER	UH-12D	NONE	330
156	54149	021885	COMANCHE, TX	CESSNA	172P	SERIOUS	326
157	94238	021685	JASPER, TX	CESSNA	152	NONE	324
158	1474N	010885	FERRIDAY, LA	PIPER	J3C-65	FATAL	230
159	5301A	010685	CORPUS CHRISTI, TX	CESSNA	310	NONE	320
161	5823L	021585	RIDGELAND, SC	GULFSTREAM	AA-5	MINOR	310
162	4609X	041485	STEVENS POINT, WI	CESSNA	150G	MINOR	388
163	70673	011285	ST.PETERSBURG, FL	PIPER	J3C-65	NONE	166
164	95627	031485	MIAMI, FL	CESSNA	152	NONE	188
165	332X	040285	FORT COLLINS, CO	MAULE	M-5-210C	NONE	150
166	6381F	021785	BELEN, NM	CESSNA	337	NONE	274
167	1085H	040285	KEMMERER, WY	PIPER	PA-28-181	MINOR	400
168	7409E	030885	BOUNTIFUL, UT	CESSNA	210	NONE	350
169	17RK	022585	LAPOINT, UT	CESSNA	180	MINOR	348
170	8658E	022085	MENA, AR	PIPER	PA-34-200T	FATAL	74
171	9769T	022585	PEARLAND, TX	PIPER	PA-28-112	NONE	328
172	8052T	040685	CARNEY, OK	PIPER	PA-28-181	NONE	286
173	189	040485	BIG SPRING, TX	CESSNA	T337G	NONE	344
174	5614Z	012685	BELLE GLADE, FL	PIPER	PA-22-150	NONE	172
175	50511	033185	LOGAN, UT	CESSNA	150	NONE	354

File Order Listing - Issue No. 1, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
176	3969S	030485	CAMPBELLSVILLE, KY	CESSNA	172E	NONE	228
177	53726	031085	CHARLESTON, WV	BELLANCA	7KCAB	NONE	392
178	5654K	041785	LAKIN, KS	BEECH	35-B33	SERIOUS	226
179	4565P	022885	REIDSVILLE, GA	PIPER	PA-23-250	MINOR	190
180	3068V	050485	AMES, IA	BEECH	35	NONE	206
181	737LE	051685	MONTICELLO, AR	CESSNA	R182	MINOR	84
182	51004	030385	KEOKUK, IA	CESSNA	150	NONE	200
183	1241P	030385	CEDAR RAPIDS, IA	PIPER	PA-23	FATAL	202
184	2392N	041385	MECHANICSVILLE, IA	PIPER	PA-38-112	NONE	204
185	83995	060985	ANCHORAGE, AK	AERONCA	7AC	NONE	62
186	65928	060285	SOLDOTNA, AK	CESSNA	172	NONE	60
187	9282T	061685	ANCHORAGE, AK	CESSNA	180	NONE	64
188	91003	041885	KENAI, AK	PIPER	PA-18	NONE	48
189	61500	053185	ALAKTAK, AK	CESSNA	A185F	NONE	58
190	45PC	062185	DILLINGHAM, AK	PIPER	PA-20	NONE	66
191	5704X	021785	LEE'S SUMMIT, MO	CESSNA	320	NONE	238
192	95HA	013185	HUNTINGTON, WV	BEECH	E185	SERIOUS	390
193	104JK	021985	HOT SPRINGS, AR	PIPER	PA-23-250	FATAL	72
194	XBCKE	040185	SALT LAKE CITY, UT	CESSNA	210	MINOR	356
195	211DS	020985	CHARLESTON, SC	BEECH	95-C55	NONE	308
196	1754S	050785	GRADY, AR	AERO COMMAND	S2R	NONE	82
197	508SS	032385	HOT SPRINGS, AR	SWEARINGEN	SA226TC	NONE	80
198	2582S	032185	GRAND FORKS, ND	PIPER	PA 18-150	NONE	264
199	4199G	050585	FORT COLLINS CO	RAVEN INDUST	S77A	SERIOUS	152
200	44260	051385	RAPELJE, MT	PIPER	PA-36	NONE	258

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1985 ACCIDENTS

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24   1/08/85   SHAKTOOLIK,AK   A/C Reg. No. N1912A   Time (Lcl) - 1400 AST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - SKI
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 22
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total -	105	Last 24 Hrs -	1
Make/Model-	105	Last 30 Days-	10
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

----Narrative----

THE SKI EQUIPPED ACFT CONTACTED A SNOW DRIFT DURING TAKEOFF GROUND RUN. ACFT VEERED AND CONTACTED A FISHING RACK.

Brief of Accident (Continued)

File No. - 24 1/08/85 SHAKTOOLIK,AK A/C Reg. No. N1912A Time (Lcl) - 1400 AST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOWBANK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

      File No. -    25       1/09/85    MT VILLAGE,AK          A/C Reg. No. N9946M          Time (Lcl) - 1150 AST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                     Injuries
      Name of Carrier           -HAGELAND AVIATION SERVICE     SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                 Crew     0        0        0        1
      Flight Conducted Under    -14 CFR 135                     NONE                Pass     0        0        2        0
      Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 207             Eng Make/Model  - LYCOMING IO-520-F      ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED         Number Engines  -  1                        Stall Warning System - YES
      Max Gross Wt   -    3800                Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                Rated Power     -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                        Destination                            Airport Data
      Basic Weather    - VMC                           LOCAL                                 MT VILLAGE
        Wind Dir/Speed- 070/010 KTS                                                           Runway Ident     - 16
        Visibility     -    15.0    SM              ATC/Airspace                              Runway Lth/Wid   -  2200/   40
        Lowest Sky/Clouds  -     9000 FT SCATTERED   Type of Flight Plan - VFR                Runway Surface   - SNOW
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                            Current       - YES      Total        -  6500        Last 24 Hrs -       2
         SE LAND                               Months Since  - 10       Make/Model-    5500        Last 30 Days-     150
                                               Aircraft Type - C-207    Instrument-     380        Last 90 Days-     320
                                                                        Multi-Eng -      60

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
TAKEOFF WAS PERFORMED DOWNHILL ON THE ICE COVERED 2200 FT GRAVEL AIRSTRIP. PLT STATED LIFTOFF WAS LATE BUT GIVEN
THE SURROUNDING TERRAIN, THE TAKEOFF WAS CONTINUED RATHER THEN ABORTED. DURING CLIMB THE ACFT CONTACTED THE ROOF
OF AN ABANDONED BUILDING. ACFT THEN SETTLED TO THE GROUND 90 DEGREES TO THE RWY HEADING.
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Brief of Accident (Continued)

File No. - 25   1/09/85   MT VILLAGE,AK   A/C Reg. No. N9946M   Time (Lcl) - 1150 AST

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
4. LIFT-OFF - DELAYED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DISREGARDED - PILOT IN COMMAND
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. OBJECT - BUILDING(NONRESIDENTIAL)
8. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF

Finding(s)
11. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                        National Transportation Safety Board
                             Washington, D.C. 20594

                                Brief of Accident
    File No. -   3       1/09/85    GLENNALLEN,AK           A/C Reg. No. N5056F            Time (Lcl) - 1515 AST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI
    Name of Carrier           -GULKANA AIR SERVICE          Aircraft Damage                  Injuries
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  DESTROYED              Fatal   Serious   Minor   None
    Flight Conducted Under    -14 CFR 135                  Fire             Crew      0        0        0       1
    Accident Occurred During  -DESCENT                      ON GROUND       Pass      0        0        1       0
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - FAIRCHILD HILLER FH-1100     Eng Make/Model - ALLISON 250-C18      ELT Installed/Activated - YES-UNK/NR
    Landing Gear  - SKI                          Number Engines -   1                    Stall Warning System - NO
    Max Gross Wt  -    2530                      Engine Type    - TURBOSHAFT
    No. of Seats  -       6                      Rated Power    -     274 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                    OFF AIRPORT/STRIP
      Method         - TELEPHONE                    SAME AS ACC/INC
      Completeness   - FULL                      Destination                            Airport Data
    Basic Weather    - VMC                          GLENNALLEN,AK
      Wind Dir/Speed- 150/030 KTS                                                         Runway Ident     - N/A
      Visibility     -     5.0    SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    1000 FT PART OBS    Type of Flight Plan - VFR               Runway Surface   - N/A
      Lowest Ceiling     -    1000 FT BROKEN      Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- FOG                 Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation      - NONE
      Condition of Light - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -    46            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review             Flight Time (Hours)
          PRIVATE,ATP                        Current        - YES       Total       -  16860       Last 24 Hrs -       3
          SE LAND                            Months Since   - 4         Make/Model-     1500       Last 30 Days- UNK/NR
          HELICOPTER                         Aircraft Type  - FH-1100   Instrument-      600       Last 90 Days-     186
                                                                        Multi-Eng -       20       Rotorcraft  -   16250

          Instrument Rating(s)  - HELICOPTER
-----------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER LIFTOFF PLT EXPERIENCED DOWNDRAFTS AND VARIABLE WIND GUSTS. PLT DECIDED TO SET THE HELICOPTER BACK
DOWN APRX 100 YDS FROM POINT OF TAKEOFF. PLT STATED HOVERING WAS VERY DIFFICULT AND THE HELICOPTER SETTLED TO
THE UPSLOPING TERRAIN. THE HELICOPTER SLIDE TO THE RT (DOWN SLOPE) AND ROLLED OVER. FIRE ERUPTED FROM THE ENGINE
AFTER IMPACT, DESTROYING THE HELICOPTER.

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Brief of Accident (Continued)

File No. - 13 1/09/85 GLENNALLEN,AK A/C Reg. No. N5056F Time (Lcl) - 1515 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - DOWNDRAFT
5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - UPHILL

Occurrence #3 ROLL OVER
Phase of Operation OTHER

Occurrence #4 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -   23       1/10/85    ANCHORAGE,AK           A/C Reg. No. N1827A           Time (Lcl) - 1505 AST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire               Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        0        0        2
     Accident Occurred During   -TAXI
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18                  Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1730                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                       Rated Power    -     160 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                            Airport Proximity
     Wx Briefing      - NWS                        Last Departure Point                 ON AIRPORT
       Method         - UNK/NR                      BIG LAKE,AK
       Completeness   - UNK/NR                     Destination                        Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                     LAKE HOOD
       Wind Dir/Speed- 090/012 KTS                                                       Runway Ident     - UNK/NR
       Visibility     -    66.0   SM             ATC/Airspace                            Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -     20000 FT THIN BKN  Type of Flight Plan - NONE            Runway Surface   - UNK/NR
       Lowest Ceiling          - NONE              Type of Clearance   - NONE            Runway Status    - UNK/NR
       Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     27            Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)               Biennial Flight Review          Flight Time (Hours)
         PRIVATE                                Current        - YES     Total       -    265        Last 24 Hrs -      1
         SE LAND                                Months Since   - UNK/NR  Make/Model-     250        Last 30 Days-     11
                                                Aircraft Type - UNK/NR   Instrument-       0        Last 90 Days-     22


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED, WHILE TAXIING THE WIND LIFTED THE ACFT TWICE. ON THE SECOND GROUND CONTACT THE LANDING GEAR COLLAPSED.
PLT REPORTED WINDS WERE FROM 090 DEGREES AT 10 TO 18 KNOTS.

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Brief of Accident (Continued)

File No. - 23 1/10/85 ANCHORAGE,AK A/C Reg. No. N1827A Time (Lcl) - 1505 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
4. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                                  National Transportation Safety Board
                                        Washington, D.C. 20594

                                          Brief of Accident

      File No. -   29      1/10/85    KENAI,AK                   A/C Reg. No. N59619            Time (Lcl) - 0805 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                         Injuries
     Name of Carrier           -ALASKA HELICOPTERS,INC.         DESTROYED                    Fatal   Serious   Minor     None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER   Fire                   Crew     0        0        1         0
     Flight Conducted Under    -14 CFR 135                      NONE                  Pass     1        2        0         0
     Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - BELL 206BIII                   Eng Make/Model - ALLISON 250-C20B        ELT Installed/Activated - YES-UNK/NR
     Landing Gear    - FLOAT                          Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt    -    3200                        Engine Type    - TURBOSHAFT
     No. of Seats    -       5                        Rated Power    -     400 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                  Airport Proximity
     Wx Briefing      - UNK/NR                        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - UNK/NR                          NIKISHKA,AK
       Completeness   - PARTIAL,LMTD BY FCSTR         Destination                             Airport Data
     Basic Weather    - VMC                             LOCAL
       Wind Dir/Speed- 040/013 KTS                                                              Runway Ident      - N/A
       Visibility     -    70.0   SM                ATC/Airspace                                Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      1500 FT SCATTERED    Type of Flight Plan - COMPANY (VFR)       Runway Surface    - N/A
       Lowest Ceiling     -      2500 FT BROKEN       Type of Clearance   - NONE                Runway Status     - N/A
       Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
       Precipitation         - RAIN
       Condition of Light    - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                              Age -     39              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                    Biennial Flight Review                     Flight Time (Hours)
         COMMERCIAL,ATP                              Current        - YES         Total      -  13350        Last 24 Hrs -       1
         SE LAND,ME LAND,SE SEA,ME SEA               Months Since   -  1          Make/Model-      85        Last 30 Days-      51
         HELICOPTER                                  Aircraft Type  - 206         Instrument-     870        Last 90 Days-     104
                                                                                  Multi-Eng -    8300        Rotorcraft   -   3465

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
FLT WAS BEING CONDUCTED TO OFF SHORE OIL PLATFORM. PLT WAS CHECKED OUT FOR OFF SHORE OPERATIONS THE DAY PRIOR TO
THIS ACCIDENT. PLT STATED VISIBILITY ABOVE 500 FT WAS POOR & HE MAINTAINED 500 FT TO STAY BELOW A STRATUS LAYER.
ONCE OVER THE WATER THE ONLY VISIBLE HORIZON WAS THE PLATFORMS. THE HELICOPTER CONTACTED THE WATER AND ROLLED
OVER 1 1/2 MILES OFF SHORE. THE LIFE RAFT WAS SECURED TO THE CHIN BUBBLE AND WAS LOST WHEN THE BUBBLE SEPARATED
DURING IMPACT.

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Brief of Accident (Continued)

File No. - 29 1/10/85 KENAI,AK A/C Reg. No. N59619 Time (Lcl) - 0805 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - DARK NIGHT
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. RADAR ALTIMETER - POOR - COMPANY/OPERATOR MGMT
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
11. INSUFFICIENT STANDARDS/REQUIREMENTS,AIRMAN - COMPANY/OPERATOR MGMT

Occurrence #2 ROLL OVER
Phase of Operation OTHER

Finding(s)
12. LANDING GEAR,FLOAT ASSEMBLY - SEPARATION
13. MISC EQPT/FURNISHINGS,RAFTS - LOSS,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 7,8,9,10,11

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. -    22        1/11/85    NOME,AK                A/C Reg. No. N7396U           Time (Lcl) - 1904 AST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI         Aircraft Damage                        Injuries
    Name of Carrier           -FOSTER AVIATION             SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire               Crew       0        0        0        1
    Flight Conducted Under    -14 CFR 135                  NONE               Pass       0        0        0        1
    Accident Occurred During  -APPROACH
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA C-207          Eng Make/Model - CONTINENTAL IO-520      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED        Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    3800               Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -      6                Rated Power     -     300 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                           Itinerary                              Airport Proximity
    Wx Briefing      - FSS                 Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE             SHISHMAREK,AK
      Completeness   - FULL               Destination                           Airport Data
    Basic Weather    - IMC                   NOME,AK                               NOME
      Wind Dir/Speed- 080/012 KTS                                                  Runway Ident      - N/A
      Visibility     -     2.000 SM      ATC/Airspace                              Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      300 FT     Type of Flight Plan - VFR               Runway Surface    - N/A
      Lowest Ceiling     -      300 FT BROKEN Type of Clearance   - SPECIAL VFR    Runway Status     - N/A
      Obstructions to Vision- BLOWING SNOW  Type Apch/Lndg      - FULL STOP
      Precipitation        - SNOW
      Condition of Light   - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                   Age -     50           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)         Biennial Flight Review              Flight Time (Hours)
          COMMERCIAL,ATP,CFI              Current        - YES     Total       - 11570       Last 24 Hrs -       2
          SE LAND,ME LAND,SE SEA          Months Since   - 4       Make/Model-   4215       Last 30 Days-      40
          HELICOPTER                      Aircraft Type  - C-207   Instrument-    971       Last 90 Days-      70
                                                                   Multi-Eng -   3320       Rotorcraft  -     200

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT OBTAINED A SPECIAL VFR TO LAND AT NOME ARPT. PLT SAW APCH LIGHTS AND MADE A LEFT CIRCLE TO LINE UP WITH
RWY. PLT STATED, CEILING WAS 300 FT AGL, LOW VISIBILITY AND FREEZING DRIZZLE WAS PRESENT. APRX 3/8 INCH OF ICE
WAS ON AIRFRAME AND WINDSHIELD. PLT STATED, "I FAILED TO MAINTAIN SUFFICIENT ALTITUDE... ." ACFT CONTACTED LEVEL
TERRAIN APRX 5 MILES WEST OF THE ARPT.

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Brief of Accident (Continued)

File No. - 22 1/11/85 NOME,AK A/C Reg. No. N7396U Time (Lcl) - 1904 AST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation APPROACH

Finding(s)
1. WEATHER CONDITION - ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - SNOW
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
7. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
8. ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

   File No. -   16       1/14/85    MCGRATH,AK              A/C Reg. No. N62LC              Time (Lcl) - 1530 AST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                       Injuries
    Name of Carrier           -DANIEL L SMITH                SUBSTANTIAL                 Fatal    Serious    Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO     Fire              Crew       0         0          0        1
    Flight Conducted Under    -14 CFR 135                    NONE             Pass       0         0          0        0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - DEHAVILLAND DHC-2         Eng Make/Model - P&W 985                ELT Installed/Activated - YES/YES
    Landing Gear   - SKI                       Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    5100                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power     -      450 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                        MCGRATH,AK
      Completeness   - N/A                     Destination                           Airport Data
    Basic Weather    - IMC                        SAME AS ACC/INC
      Wind Dir/Speed- 220/012 KTS                                                       Runway Ident     - N/A
      Visibility     -     1.500 SM           ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      1200 FT         Type of Flight Plan - VFR               Runway Surface   - N/A
      Lowest Ceiling        -   1200 FT OVERCAST Type of Clearance  - NONE              Runway Status    - N/A
      Obstructions to Vision- FOG               Type Apch/Lndg      - NONE
      Precipitation         - SNOW
      Condition of Light    - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     33              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                            Current       - YES       Total       -   4765       Last 24 Hrs -      1
        SE LAND,ME LAND,SE SEA                Months Since  - 11        Make/Model-     1283       Last 30 Days-     20
        HELICOPTER                            Aircraft Type - DHC-2     Instrument-      145       Last 90 Days-     55
                                                                        Multi-Eng -       91       Rotorcraft  -    168

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT IS EQUIPPED WITH MAIN GEAR SKIS AND A TAILWHEEL. PLT STATED ELEVATOR & RUDDER CONTROLS STUCK DURING THE
LANDING ROLL ON SNOW COVERED TERRAIN. INSPECTION REVELADED THE TAIL SECTION OF THE ACFT COLLAPSED AFTER CONTACTING THE
HEAD OF A SMALL TREE. THE LANDING WAS MADE ON A MINING STRIP.

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Brief of Accident (Continued)

File No. - 16 1/14/85 MCGRATH,AK A/C Reg. No. N62LC Time (Lcl) - 1530 AST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
4. FLIGHT CONTROL,ELEVATOR - BUCKLED
5. FLIGHT CONTROL,RUDDER - BUCKLED
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                                Washington, D.C. 20594

                                   Brief of Accident

      File No. - 114        1/16/85    UNKNOWN,AK                A/C Reg. No. N1618U          Time (Lcl) - UNK/NR
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                     Injuries
     Name of Carrier            -VANDERPOOL FLYING SERVICE      DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation          -NON SCHED,DOMESTIC,PAX/CARGO  Fire               Crew     1       0         0        1
     Flight Conducted Under     -14 CFR 135                     UNK/NR            Pass     0       0         0        0
     Accident Occurred During   -UNKNOWN
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 207               Eng Make/Model - CONTINENTAL IO-520-F    ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    3800                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                  Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                 Airport Proximity
     Wx Briefing        - FSS                   Last Departure Point                      OFF AIRPORT/STRIP
       Method           - ACFT RADIO              LIME VILLAGE,AK
       Completeness     - PARTIAL,LMTD BY PILOT  Destination                             Airport Data
     Basic Weather      - UNK/NR                  NONDALTON,AK
       Wind Dir/Speed- UNK/NR                                                             Runway Ident      - N/A
       Visibility       - UNK/NR               ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     UNK/NR           Type of Flight Plan - COMPANY (VFR)      Runway Surface    - N/A
       Lowest Ceiling       - UNK/NR             Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- UNK/NR            Type Apch/Lndg      - UNK/NR
       Precipitation        - UNK/NR
       Condition of Light   - UNK/NR
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                     Age -      22             Medical Certificate - EXPIRED
        Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                          Current       - YES       Total       -     589        Last 24 Hrs   UNK/NR
          SE LAND,SE SEA                      Months Since  - 31        Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                        Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THIS ACFT IS MISSING TO DATE. THE WX AT AN INTERMEDIATE PICK-UP POINT ALONG THE ROUTE OF FLT WAS MARGINAL (BORDERING
BETWEEN VMC & IMC). THE ACFT FAILED TO ARRIVE TO PICK UP PASS'G WHO WERE AWAITING THIS NON-SCHEDULED AIR TAXI FLT. THE
FLT WAS ON THE 2ND LEG OF A 3 LEG X-COUNTRY. PASS'G & FRIEGHT HAD BEEN DEPLANED AT LIME VILLAGE AFTER A FLT FROM RED
DEVIL. THE 2ND LEG WAS TO PROCEED FROM LIME VILLAGE TO NONDALTON TO PICK UP THE PASS'G BOUND FOR THE RETURN FLT TO
RED DEVIL. A SEACH FOR THE MISSING ACFT WAS BEGUN ON 1/17 & SUSPENDED ON 2/1/85. ABOUT 592 FLT HRS WERE LOGGED ON
OFFICIAL SEARCH MISSIONS. THE ALASKAN STATE TROOPER COORDINATOR CLAIMED THAT 60 ADDITIONAL UNOFFICIAL SORTIES,
INVOLVING 150 FLT HRS, WERE ACCOMPLISHED. NO ELT SIGNALS WERE HEARD DURING THE SEARCH. ANOTHER ACFT DISAPPEARED IN
THE SAME AREA DURING FEB AND HAS NOT BEEN LOCATED. THE STATE TROOPERS ARE PLANNING ADDITIONAL SEARCH EFFORTS AFTER
THE SNOW MELTS DURING THE SPRING THAW.
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Brief of Accident (Continued)

File No. - 114   1/16/85   UNKNOWN,AK   A/C Reg. No. N1618U   Time (Lcl) - UNK/NR

Occurrence   MISSING AIRCRAFT
Phase of Operation   UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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Brief of Accident

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     File No. -   14        1/31/85    UNALAKLEET,AK             A/C Reg. No. N410WR             Time (Lcl) - 1312 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                          Injuries
     Name of Carrier           -RYAN AIR SERVICE, INC.         SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO      Fire                     Crew     0        0        0       1
     Flight Conducted Under    -14 CFR 135                     NONE                     Pass     0        0        0       0
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA U206G            Eng Make/Model - CONTINENTAL IO-520        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3500                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                 Rated Power    -     285 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                  Airport Proximity
     Wx Briefing     - NO RECORD OF BRIFFING  Last Departure Point                       ON AIRPORT
       Method        - N/A                      UNALAKLEET,AK
       Completeness  - N/A                    Destination                              Airport Data
     Basic Weather   - VMC                      SHAKTOOLIK,AK                            UNALAKLEET
       Wind Dir/Speed- 210/005 KTS                                                       Runway Ident     - 32
       Visibility    -    15.0   SM          ATC/Airspace                                Runway Lth/Wid   -   6000/  170
       Lowest Sky/Clouds -      1500 FT SCATTERED  Type of Flight Plan - VFR             Runway Surface   - SNOW
       Lowest Ceiling        - NONE             Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     42          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                            Current        - YES     Total       -   4200         Last 24 Hrs -     15
        SE LAND                               Months Since   -  3      Make/Model-     600          Last 30 Days-     45
                                              Aircraft Type  - C-206   Instrument-      45          Last 90 Days-     90

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT VEERED TO THE LEFT AND CONTACTED A SNOWBANK DURING THE TAKEOFF GROUND ROLL. INSPECTION REVEALED PLT FAILED
TO REMOVE THE RUDDER GUST LOCK BEFORE TAKEOFF WAS ATTEMPTED.

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Brief of Accident (Continued)

File No. - 14 1/31/85 UNALAKLEET,AK A/C Reg. No. N410WR Time (Lcl) - 1312 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                                      Brief of Accident

      File No. -   49      2/08/85    SOLDOTNA,AK               A/C Reg. No. N4523M            Time (Lcl) - 1600 AST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                   SUBSTANTIAL                 Fatal   Serious   Minor     None
      Type of Operation         -PERSONAL                         Fire                 Crew      0        0        1         0
      Flight Conducted Under    -14 CFR 91                         NONE                Pass      0        0        0         0
      Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-11                  Eng Make/Model - CONTINENTAL C-90          ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -    1220                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power    -       90 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRPORT
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                        Destination                             Airport Data
      Basic Weather    - VMC                           LOCAL                                   SOLDOTNA
        Wind Dir/Speed- CALM                                                                   Runway Ident     - 07
        Visibility     -    25.0   SM              ATC/Airspace                                Runway Lth/Wid   -  4973/  130
        Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE                 Type of Clearance   - NONE                Runway Status    - ICE COVERED
        Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN                        SNOW - COMPACTED
        Precipitation          - NONE                                       GO AROUND
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     37                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                Current        - YES         Total       -       97       Last 24 Hrs -       7
          SE LAND                                Months Since   -  1          Make/Model-         30       Last 30 Days-      18
                                                 Aircraft Type  - C-152       Instrument-          2       Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

           Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED A GUST OF WIND FORCED THE LEFT WING UP AS THE ACFT TOUCHED DOWN. FUUL PWR WAS ADDED TO GO AROUND.
THE ACFT CONTINUED TO VEER TO THE RIGHT UNTIL IT STALLED AND IMPACTED THE GROUND IN A NOSE LOW ATTITUDE APRX
100 YARDS SOUTH OF THE RWY. WINDS WERE REPORTED AS CALM AT THE ACCIDENT SITE APRX 1/2 HR PRIOR TO THE ACCIDENT.
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File No. - 49 2/08/85 SOLDOTNA,AK A/C Reg. No. N4523M Time (Lcl) - 1600 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

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                           National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

    File No. - 149      2/14/85    PORT HEIDEN,AK            A/C Reg. No. N63719               Time (Lcl) - 1900 AST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -FERRY                       Fire                 Crew      1        0        0        0
    Flight Conducted Under     -14 CFR 91                    NONE                Pass      0        0        0        0
    Accident Occurred During   -CRUISE
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-31                Eng Make/Model  - LYCOMING TIO-540-A2C    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines  -  2                        Stall Warning System - YES
    Max Gross Wt   -    6500                    Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -     6                      Rated Power     -     310 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                       OFF AIRPORT/STRIP
      Method         - ACFT RADIO               BECHAROF LAKE 1,AK
      Completeness   - PARTIAL,LMTD BY PILOT   Destination                             Airport Data
    Basic Weather    - UNK/NR                   COLD BAY,AK
      Wind Dir/Speed- UNK/NR                                                              Runway Ident      - N/A
      Visibility     - UNK/NR               ATC/Airspace                                  Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     UNK/NR         Type of Flight Plan - COMPANY (VFR)         Runway Surface    - N/A
      Lowest Ceiling         - UNK/NR         Type of Clearance   - NONE                  Runway Status     - N/A
      Obstructions to Vision- UNK/NR          Type Apch/Lndg      - NONE
      Precipitation          - UNK/NR
      Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     39          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,ATP,CFI                 Current       - YES       Total      -   4427      Last 24 Hrs -        5
        SE LAND,ME LAND,SE SEA             Months Since  -  4        Make/Model-   2250      Last 30 Days-       48
                                           Aircraft Type - PA-31     Instrument- UNK/NR      Last 90 Days-      148
                                                                     Multi-Eng -   2325      Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THIS FLT ORIGINATED NEAR BECHAROF LAKE AND WAS DESTINED FOR COLD BAY. ACFT CRASHED INTO THE SIDE OF A MOUNTAIN AT THE
7500 FT LEVEL, 23 MILES LEFT OF COURSE. MARGINAL WEATHER CONDITIONS EXISTED INCLUDING A 35 KT RIGHT X-WIND. PLT HAD
FLOWN THE SAME ROUTE ABOUT 1 HR PRIOR TO THE ACCIDENT. COMPANY VFR FLT PLAN WAS FILED. ACCIDENT OCCURRED AT SUNSET.

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Brief of Accident (Continued)

File No. - 149   2/14/85   PORT HEIDEN,AK   A/C Reg. No. N637[illegible]9   Time (Lcl) - 1900 AST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   CRUISE

Finding(s)
1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. LIGHT CONDITION - DARK NIGHT
9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9

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                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -   36      2/16/85    ELMENDORF AFB,AK         A/C Reg. No. N4745P           Time (Lcl) - 1326 AST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                 Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                   Fire             Crew       0        0        1        0
     Flight Conducted Under    -14 CFR 91                        NONE            Pass       0        0        0        0
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                  Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    1670                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power     -     110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                            Airport Proximity
     Wx Briefing       - MILITARY                 Last Departure Point                 ON AIRPORT
       Method          - TELEPHONE                  ELMENDORF,AK
       Completeness    - FULL                    Destination                         Airport Data
     Basic Weather     - VMC                        SAME AS ACC/INC                     ELMENDORF
       Wind Dir/Speed- 020/002 KTS                                                      Runway Ident      - 05
       Visibility    -    115.0    SM           ATC/Airspace                            Runway Lth/Wid    - 10000/  200
       Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - VFR           Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE               Type of Clearance   - VFR           Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE                                     FULL STOP
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     39              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        STUDENT                                 Current        - N/A       Total      -    47         Last 24 Hrs -      2
                                                Months Since   - N/A       Make/Model-     47         Last 30 Days-      3
                                                Aircraft Type  - N/A       Instrument-      0         Last 90 Days-      3


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
UPON TOUCHDOWN THE ACFT BOUNCED ON THE MAIN GEAR. CONTROL OF THE ACFT WAS LOST AND IT TOUCHED BACK DOWN ON
A HEADING APRX 30 DEGREES RIGHT OF THE RWY HEADING. THE ACFT THEN CONTACTED A SNOW BANK ALONGSIDE THE RWY.

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Brief of Accident (Continued)

File No. - 36 2/16/85 ELMENDORF AFB,AK A/C Reg. No. N4745P Time (Lcl) - 1326 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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                                  Brief of Accident

   File No. -  30       3/02/85    SKWENTNA,AK             A/C Reg. No. N7889H            Time (Lcl) - 1200 AST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-12                   Eng Make/Model  - LYCOMING O-320-E2A        ELT Installed/Activated - YES/YES
    Landing Gear    - SKI                           Number Engines  -  1                           Stall Warning System - YES
    Max Gross Wt    -    1685                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                       Rated Power     -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                           WASILLA,AK
      Completeness    - N/A                        Destination                           Airport Data
    Basic Weather     - VMC                           SAME AS ACC/INC
      Wind Dir/Speed- 330/005 KTS                                                           Runway Ident     - N/A
      Visibility    -    90.0   SM                 ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     6000 FT SCATTERED    Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling          - NONE                Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                 Current          - YES        Total      -   1051        Last 24 Hrs -      1
        SE LAND,SE SEA                          Months Since     - 12         Make/Model-     732        Last 30 Days-     15
                                                Aircraft Type    - PA-12      Instrument-       2        Last 90 Days-     37

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ATTEMPTING TO LAND, ACFT STALLED IN RIGHT DOWNWIND TURN AND CONTACTED THE GROUND. PLT WAS UNAWARE OF THE
5 TO 7 MPH WIND.
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Brief of Accident (Continued)

File No. - 30 3/02/85 SKWENTNA,AK A/C Reg. No. N7889H Time (Lcl) - 1200 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -   37      3/02/85    MOSES POINT,AK           A/C Reg. No. N58RF              Time (Lcl) - 1555 AST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             SUBSTANTIAL                 Fatal    Serious    Minor     None
    Type of Operation         -PUBLIC USE                   Fire                 Crew      0         0         1         0
    Flight Conducted Under    -14 CFR 91                     NONE                Pass      0         0         1         0
    Accident Occurred During  -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - BELL UH-1H                  Eng Make/Model - LYCOMING T-53           ELT Installed/Activated - YES/YES
    Landing Gear  - SKID                        Number Engines -  1                         Stall Warning System - UNK/NR
    Max Gross Wt  -    9500                     Engine Type     - TURBOSHAFT
    No. of Seats  -       7                     Rated Power     -    1400 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                               Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                    OFF AIRPORT/STRIP
      Method         - TELEPHONE                  NOME,AK
      Completeness   - FULL                    Destination                            Airport Data
    Basic Weather    - IMC                        FAIRBANKS,AK
      Wind Dir/Speed- 270/020 KTS                                                       Runway Ident      - N/A
      Visibility     -      .100 SM           ATC/Airspace                              Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     PART OBS          Type of Flight Plan - VFR              Runway Surface    - N/A
      Lowest Ceiling         - OBSCURED          Type of Clearance    - NONE            Runway Status     - N/A
      Obstructions to Vision- BLOWING SPRAY      Type Apch/Lndg       - NONE
      Precipitation          - SNOW
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -    36           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                            Current       - YES      Total       -   2729       Last 24 Hrs -      1
        SE LAND                               Months Since  -  4       Make/Model-       62       Last 30 Days-     15
        HELICOPTER                            Aircraft Type - UH-1H    Instrument-      183       Last 90 Days-     38
                                                                       Multi-Eng -        1       Rotorcraft  -   2547

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------
----Narrative----
APRX 15 MILES SE OF MOSES POINT THE HELICOPTER ENCOUNTERED DETERIORATING WX. A DESCENT WAS MADE TO 50 FT ABOVE
THE ICE AT AN AIRSPEED OF ABOUT 50 KTS. AT THIS TIME A WHITE OUT CONDITION WAS ENCOUNTERED AND A RIGHT TURN WAS
INITIATED. THE RIGHT SKID CONTACTED THE ICE AND THE HELICOPTER ROLLED OVER.

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File No. - 37 3/02/85 MOSES POINT,AK A/C Reg. No. N58RF Time (Lcl) - 1555 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - WHITEOUT
3. VFR FLIGHT INTO IMC - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - ICY

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -    50       3/02/85    DILLINGHAM,AK           A/C Reg. No. N1715U            Time (Lcl) - 0925 AST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                        Injuries
    Name of Carrier           -MANUKOTAK AIRWAYS, INC.      DESTROYED                      Fatal   Serious   Minor   None
    Type of Operation         -NON SCHED DOMESTIC,CARGO     Fire                   Crew      0        0        0       1
    Flight Conducted Under    -14 CFR 135                   NONE                   Pass      0        0        0       0
    Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make Model    - CESSNA 207             Eng Make/Model - CONTINENTAL IO-520-F     ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    3800                Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -      7                 Rated Power    -     300 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                          DILLINGHAM,AK
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          MANOKOTAK,AK
      Wind Dir/Speed- 050/006 KTS                                                           Runway Ident     - N/A
      Visibility    -      2.000 SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     1000 FT PART OBS   Type of Flight Plan - COMPANY (VFR)       Runway Surface   - N/A
      Lowest Ceiling     -     1000 FT OVERCAST   Type of Clearance    - NONE               Runway Status    - N/A
      Obstructions to Vision- BLOWING SNOW        Type Apch/Lndg       - NONE
      Precipitation      - SNOW
      Condition of Light - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     60              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                           Current        - YES      Total        -   4400         Last 24 Hrs -     4
        SE LAND                              Months Since   - 11       Make/Model-      3500         Last 30 Days-   110
                                             Aircraft Type  - C-207    Instrument-        60         Last 90 Days-   220

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING A 180 DEG TURN TO REVERSE DIRECTION AWAY FROM LOWERING CLOUDS AND SNOW SHOWERS WHEN THE RIGHT
WING DUG INTO THE SNOW COVERED TERRAIN. THE PLT STATED A VIRTUAL "WHITE OUT" CONDITION EXISTED AT THE TIME.
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Brief of Accident (Continued)

File No. - 50 3/02/85 DILLINGHAM,AK A/C Reg. No. N1715U Time (Lcl) - 0925 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - WHITEOUT
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

  File No. -   35       3/09/85    WHITTIER,AK               A/C Reg. No. N2060V             Time (Lcl) - 0915 AST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                DESTROYED                 Fatal  Serious  Minor   None
     Type of Operation         -BUSINESS                        Fire               Crew     1       0       0       0
     Flight Conducted Under    -14 CFR 91                       NONE               Pass     0       0       0       0
     Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BELL 206B              Eng Make/Model - ALLISON 250-C20B          ELT Installed/Activated - YES/YES
     Landing Gear  - HIGH SKID              Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt  -    3200                Engine Type    - TURBOSHAFT
     No. of Seats  -       4                Rated Power    -    317 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                           Itinerary                               Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point               OFF AIRPORT/STRIP
       Method          - N/A                       GIRDWOOD,AK
       Completeness    - N/A                    Destination                       Airport Data
     Basic Weather     - VMC                       LOCAL
       Wind Dir/Speed- CALM                                                         Runway Ident     - N/A
       Visibility    -    40.0   SM              ATC/Airspace                       Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      8000 FT           Type of Flight Plan - NONE       Runway Surface   - N/A
       Lowest Ceiling        -   8000 FT BROKEN    Type of Clearance   - NONE       Runway Status    - N/A
       Obstructions to Vision- UNK/NR              Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -    40             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                            Current       - UNK/NR     Total       - UNK/NR       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since  - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
        HELICOPTER                            Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)   - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICOPTER IMPACTED TERRAIN IN A 150 FT GORGE AFTER CONTACTING TELEPHONE LINES ALONG A RAILROAD RIGHT-OF-WAY
APRX 2 MILES NORTH OF A TUNNEL STATION. PURPOSE OF THE FLT WAS TO SURVEY THE AREA AROUND THE TUNNEL STATION.

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Brief of Accident (Continued)

File No. - 35 3/09/85 WHITTIER,AK A/C Reg. No. N2060V Time (Lcl) - 0915 AST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - WIRE,STATIC
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 48 3/11/85 MCGRATH,AK A/C Reg. No. N9937M Time (Lcl) - 1535 AST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MCGRATH,AK
Destination
KOTZEBUE,AK

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-207

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1520
Make/Model- 70
Instrument- 130
Last 24 Hrs - 1
Last 30 Days- 30
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CONTACTED TREES DURING A FORCED LANDING FOLLOWING AN ENGINE FAILURE. INVESTIGATION REVEALED THE CRANKSHAFT HAD FAILED FOR UNDETERMINED REASONS. THE ENGING HAD A TOTAL TIME OF 1312 HRS SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 48 3/11/85 MCGRATH,AK A/C Reg. No. N9937M Time (Lcl) - 1535 AST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CRANKSHAFT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -   51       3/14/85    NULATO,AK                   A/C Reg. No. N7848B             Time (Lcl) - 1455 AST
-------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                            Injuries
                                                               SUBSTANTIAL                    Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                      Fire                  Crew       0          0         0        2
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass       0          0         0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CURTISS C-46R            Eng Make/Model - P&W R-2800/97            ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL RETRACTABLE  Number Engines -  2                        Stall Warning System - YES
    Max Gross Wt   -  49000                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                   Rated Power     -    2000 HP
-------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRSTRIP
      Method         - N/A                        FAIRBANKS,AK
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                         NULATO
      Wind Dir/Speed- CALM                                                                 Runway Ident     - 02
      Visibility     -   40.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  3000/   80
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                 Runway Surface   - GRAVEL
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                 Runway Status    - SNOW - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age - UNK/NR              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       ATP                                     Current         - YES      Total      -  14700         Last 24 Hrs -      5
       SE LAND,ME LAND                         Months Since    -  6       Make/Model-   1200         Last 30 Days -     30
                                               Aircraft Type  - DC-3      Instrument-    238         Last 90 Days-      60
                                                                          Multi-Eng -   6000

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTINUED OFF THE END OF THE RWY AND CONTACTED A SNOW BERM DURING THE LANDING ROLL. THE PLT REPORTED
THE RWY BRAKING ACTION AS POOR.

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Brief of Accident (Continued)

File No. - 51 3/14/85 NULATO,AK A/C Reg. No. N7848B Time (Lcl) - 1455 AST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

    File No  -   38      3/15/85   MCKNLEY PARK,AK           A/C Reg. No. N58111               Time (Lcl) - 1500 AST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                      Injuries
     Name of Carrier           -AIR LOGISTICS                SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire                  Crew      0         0         0         1
     Flight Conducted Under    -14 CFR 135                   NONE                 Pass      0         0         0         0
     Accident Occurred During  -TAKEOFF
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 206B                    Eng Make/Model - ALLISON C250-C20          ELT Installed/Activated - YES/NO
     Landing Gear   - SKID                         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    3200                      Engine Type    - TURBOSHAFT
     No. of Seats   -       4                      Rated Power    -      317 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          TALKEETNA,AK
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                          FAIRBANKS,AK
       Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
       Visibility     -    50.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - VFR                 Runway Surface   - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL,ATP                          Current       - YES       Total      -   5279        Last 24 Hrs -       5
         SE LAND                                 Months Since  -  2        Make/Model-   2279        Last 30 Days-      40
         HELICOPTER                              Aircraft Type - 206       Instrument-    240        Last 90 Days-      99
                                                                                                      Rotorcraft  -    5279

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF THE HELICOPTER CONTACTED A .081 INCH COPPER WIRE WHICH WAS STRUNG ACROSS THE RIVER AT AN ALT OF
APRX 15 FT. THE WIRE BECAME ENTANGLED IN THE TAIL ROTOR RESULTING IN CONTROL DIFFICULTIES, HOWEVER, THE PLT WAS
ABLE TO LAND THE HELICOPTER APRX 1/2 MILE FROM THE WIRE STRIKE LOCATION.

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Brief of Accident (Continued)

File No. - 38 3/15/85 MCKNLEY PARK,AK A/C Reg. No. N58111 Time (Lcl) - 1500 AST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - WIRE,STATIC

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 117      3/23/85    KENAI,AK              A/C Reg. No. N91224          Time (Lcl) - 1630 AST
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                 Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire              Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE             Pass      0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 180                  Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -   2800                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                      Rated Power    -     260 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         KENAI,AK
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          KENAI
       Wind Dir/Speed- 180/010 KTS                                                          Runway Ident     - 01
       Visibility     -   30.0   SM              ATC/Airspace                               Runway Lth/Wid   -  7600/  150
       Lowest Sky/Clouds  -       4000 FT           Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling         -   4000 FT OVERCAST  Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     47             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                             Current        - YES      Total       -    261          Last 24 Hrs -      0
          SE LAND                             Months Since   - 12       Make/Model-    138          Last 30 Days-      5
                                              Aircraft Type  - C-180    Instrument-      0          Last 90 Days-     15


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOW BANK DURING A FORCED LNDG AFTER THE ENG WENT TO IDLE PWR DURING TAKEOFF. THE RT WING
CONTACTED THE SNOW BANK & TURNED THE ACFT SO THAT THE ENG COWLING WAS ALSO DAMAGED. THE ONLY MALFUNCTION NOTED DURING
THE INVESTIGATION WAS CONTAMINATION OF FUEL SAMPLES FROM THE FUEL LINES & LEFT FUEL TANK.

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Brief of Accident (Continued)

File No. - 117 3/23/85 KENAI,AK A/C Reg. No. N91224 Time (Lcl) - 1630 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. -   39       3/25/85    KANEKTOK RIVER,AK         A/C Reg. No. N4810A            Time (Lcl) - 1445 AST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                     Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                      Fire                     Crew      0        0        0         1
    Flight Conducted Under     -14 CFR 91                      NONE                    Pass      0        0        0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   1550                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -    2                        Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                         BETHEL,AK
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 360/005 KTS                                                           Runway Ident     - N/A
      Visibility     -    20.0   SM            ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      22            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          STUDENT                               Current       - N/A       Total       -     48         Last 24 Hrs -      1
                                                Months Since  - N/A       Make/Model-       48         Last 30 Days-      5
                                                Aircraft Type - N/A       Instrument-        1         Last 90 Days-     20


          Instrument Rating(s)  - NONE
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----Narrative----
THE PLT REPORTED AFTER A SHORT FLD TAKEOFF, THE ENG DROPPED TO ABOUT 1000 RPM; THE PLT THEN ATTEMPTED AN EMERGENCY
LANDING. UPON TOUCHDOWN, THE ACFT SETTLED INTO THE SNOW AND NOSED OVER. THE PLT STATED THE ENG FAILURE WAS DUE TO
CARB ICE.

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Brief of Accident (Continued)

File No. - 39 3/25/85 KANEKTOK RIVER,AK A/C Reg. No. N4810A Time (Lcl) - 1445 AST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
4. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
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                                       Brief of Accident

     File No. -  115       3/30/85    KENAI,AK                    A/C Reg. No. N78662            Time (Lcl) - 1334 AST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor      None
    Type of Operation         -PERSONAL                        Fire                   Crew       0         0         0          1
    Flight Conducted Under    -14 CFR 91                        NONE                  Pass       0         0         0          0
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150C                 Eng Make/Model - LYCOMING O-320-A2D       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1750                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
      Method          - N/A                        KENAI,AK
      Completeness    - N/A                     Destination                                Airport Data
    Basic Weather     - VMC                        LOCAL                                     KENAI, AK
      Wind Dir/Speed- 030/010 KTS                                                            Runway Ident     - 01
      Visibility     -    50.0   SM            ATC/Airspace                                  Runway Lth/Wid   -  7575/  150
      Lowest Sky/Clouds  -       6000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance    - VFR                 Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     65          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total      -     516         Last 24 Hrs -        1
        SE LAND                                 Months Since   - 12       Make/Model-      84         Last 30 Days-        1
                                                Aircraft Type  - 130      Instrument-       4         Last 90 Days-        1


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS ON A LOCAL PLEASURE SIGHTSEEING TRIP WHEN THE ENGINE QUIT; THE PILOT ATTEMPTED A FORCED LANDING ON A ROAD.
JUST BEFORE TOUCHDOWN THE AIRCRAFT STRUCK TWO POWER LINES. THE PILOT STATED THAT HE RAN OUT OF FUEL AND HE BELIEVED
THAT HE HAD ENOUGH FUEL FOR THE LOCAL FLIGHT.

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Brief of Accident (Continued)

File No. - 115 3/30/85 KENAI, AK A/C Reg. No. N7866Z Time (Lcl) - 1334 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FUEL SYSTEM - EXHAUSTION

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
6. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

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                                                    National Transportation Safety Board
                                                         Washington, D.C. 20594

                                                           Brief of Accident

       File No. -  147       4/17/85     ANCHORAGE,AK                A/C Reg. No. N3153M            Time (Lcl) - 1626 AST
-----------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                         Injuries
                                                                    SUBSTANTIAL                  Fatal    Serious     Minor      None
      Type of Operation           -PERSONAL                        Fire                 Crew       0          0          0          1
      Flight Conducted Under      -14 CFR 91                        NONE                Pass       0          0          0          2
      Accident Occurred During    -TAKEOFF
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----Aircraft Information----
      Make/Model      - PIPER PA-12                      Eng Make/Model - LYCOMING O-320-B2B       ELT Installed/Activated - YES/NO
      Landing Gear    - TAILWHEEL-ALL FIXED              Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt    -    1750                          Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats    -       3                          Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                       Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING           Last Departure Point                      ON AIRPORT
        Method         - N/A                               ANCHORAGE,AK
        Completeness   - N/A                            Destination                             Airport Data
      Basic Weather    - VMC                               BIG LAKE,AK                             MERRIL FIELD
        Wind Dir/Speed- 240/010 KTS                                                                Runway Ident     - 15
        Visibility     -    60.0   SM                  ATC/Airspace                                Runway Lth/Wid   -  2469/   60
        Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
        Lowest Ceiling         - 10000 FT BROKEN     Type of Clearance   - NONE                    Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      39              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                  Current        - YES       Total       -     138         Last 24 Hrs - UNK/NR
          SE LAND                                  Months Since   -  1        Make/Model-       28          Last 30 Days-      10
                                                   Aircraft Type  - PA-12     Instrument-        2          Last 90 Days-      28


          Instrument Rating(s)  - NONE
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----Narrative----
DURING TAKEOFF ROLL ACFT VEERED LEFT OFF RWY, HIT A SNOW BANK AND NOSED OVER ONTO ITS BACK. ACFT WAS 265 LBS OVER GWT.
TWO PAX WERE IN REAR SEAT. REAR CONTROL STICK WAS INSTALLED.  THERE WAS A 10 KT RIGHT X-WIND.

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Brief of Accident (Continued)

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      File No. -  147       4/17/85    ANCHORAGE,AK               A/C Reg. No. N3153M            Time (Lcl) - 1626 AST
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
  1. WEATHER CONDITION - UNFAVORABLE WIND
  2.   BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  4.             INSUFFICIENT STANDARDS/REQUIREMENTS,MANUFACTURER - MANUFACTURER
  5. AIRCRAFT MANUALS,PERFORMANCE INFORMATION - INADEQUATE
  6.   AILERON - INADEQUATE - PASSENGER
  7.      IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  8.             INSUFFICIENT STANDARDS/REQUIREMENTS,AIRCRAFT - FAA(ORGANIZATION)
  9. JUDGEMENT - POOR - PILOT IN COMMAND
 10.      IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 11. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PASSENGER
 12.      IMPROPER DECISION,IMPROPER TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
 13. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     TAKEOFF - GROUND RUN
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Occurrence #3          NOSE OVER
Phase of Operation     TAKEOFF - GROUND RUN
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,6,11

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7,8,9,10,12,13
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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  188      4/18/85    KENAI,AK               A/C Reg. No. N91003            Time (Lcl) - 1155 AST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                       Fire                Crew     0         0         0         2
    Flight Conducted Under     -14 CFR 91                       NONE               Pass     0         0         0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18              Eng Make/Model - LYCOMING IO-320         ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                         Stall Warning System - UNK/NR
    Max Gross Wt   -    1500                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------
----Environment Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
      Method        - N/A                       ANCHORAGE,AK
      Completeness  - N/A                    Destination                           Airport Data
    Basic Weather   - VMC                      KENAI,AK                                KENAI
      Wind Dir/Speed- 300/008 KTS                                                      Runway Ident     - 19
      Visibility    -    50.0   SM          ATC/Airspace                               Runway Lth/Wid   -  7575/  150
      Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE          Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - STRAIGHT-IN
      Precipitation           - NONE                                FULL STOP
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     41            Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                Current       - UNK/NR     Total      -    210         Last 24 Hrs - UNK/NR
        SE LAND                                Months Since  - UNK/NR     Make/Model-       2         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OCCUPIED BY THE OWNER/PLT, A 42 YR OLD STUDENT PLT SEATED IN THE FRONT SEAT, AND A 41 YR OLD PRIVATE PLT,
A CAREER POLICE OFFICER OF THE ANCHORAGE POLICE FORCE, WHO WAS SEATED IN THE REAR SEAT OF THIS 2 SEAT ACFT. THE SEATS
WERE IN A TANDEN ARRANGEMENT. THE ACFT WAS PILOTED BY THE FRONT SEAT OWNER, BUT WAS TECHANICALLY UNDER THE COMMAND OF
THE BACK SEAT PLT BY VIRTUE OF HIS RATING. ALSO BY DEFINITION THE PRIVATE (REAR SEAT) PLT IS CONSIDERED PIC TO DEFER
NECESSITY FOR FAA ACTION AGAINST THE STUDENT PLT/OWNER FOR CARRYING PASS'G AGAINST REGULATION. REPORTEDLY THE ACFT
SWERVED & DRAGGED A WING WHILE TAXIING IN AFTER LANDING. THE PIC REPORTEDLY HAS 210 FLT HRS OF WHICH TWO (2) WERE
CREDITED TO THE TYPE OF ACFT INVOLVED IN THIS ACC. THE PIC, FAILED TO PROPERLY COMPLETE HIS MEDICAL INFORMATION, HIS
BIENNIAL FLT REV STATUS, AND THE NTSB FORM 6120.1 (ACC REPORT). HE DID NOT RESPOND TO NUMEROUS REQUESTS FOR FURTHER
INFO ABOUT THE ACC. THE STUDENT PLTS FORM SIMPLY STATED: SLIGHT X-WIND ON FINAL, GROUNDLOOPED AFTER TD, CAUGHT WING.
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Brief of Accident (Continued)

File No. - 188 4/18/85 KENAI,AK A/C Reg. No. N91003 Time (Lcl) - 1155 AST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. -  151       4/24/85    ANCHORAGE,AK                A/C Reg. No. N1715Z             Time (Lcl) - 2045 AST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                    Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 91                        NONE                   Pass      0        0        0        0
    Accident Occurred During -APPROACH
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 336                  Eng Make/Model - CONTINENTAL IO-360-A     ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED              Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt  -    3900                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       4                     Rated Power    -     210 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                         OFF AIRPORT/STRIP
      Method        - N/A                         CHUGIAK,AK
      Completeness  - N/A                      Destination                                Airport Data
    Basic Weather   - VMC                         ANCHORAGE,AK                              MERRILL
      Wind Dir/Speed- 130/003 KTS                                                           Runway Ident    - 33
      Visibility    -    50.0   SM             ATC/Airspace                                 Runway Lth/Wid  -  2469/   60
      Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface  - ASPHALT
      Lowest Ceiling       - 18000 FT BROKEN      Type of Clearance   - NONE                 Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation        - NONE                                       FORCED LANDING
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     21            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
       PRIVATE                              Current        - YES      Total        -     384       Last 24 Hrs -      2
       SE LAND,ME LAND                      Months Since   -  1       Make/Model-          6       Last 30 Days-     20
                                            Aircraft Type  - C-336    Instrument-         30       Last 90 Days-     50
                                                                      Multi-Eng -         31

       Instrument Rating(s)  - NONE
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----Narrative----
WITNESS NEAR THE CRASH SITE STATED THAT BOTH AIRCRAFT ENGINES WERE STOPPED PRIOR TO THE ACCIDENT. THE PLT REPORTED THAT
BEFORE TAKING OFF, THE FUEL QUANTITY GAGES INDICATED THERE WAS SUFFICIENT FUEL FOR THE FLIGHT, THE PLT DID NOT PREFLIGHT
THE AIRCRAFT. EXAMINATION OF THE TANKS REVEALED A TOTAL OF THREE GALLONS OF FUEL ON BOARD

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Brief of Accident (Continued)

File No. - 151   4/24/85   ANCHORAGE,AK   A/C Reg. No. N1716Z   Time (Lcl) - 2045 AST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLIGHT MANUALS   NOT UNDERSTOOD - PILOT IN COMMAND
7. REFUELING - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safaty Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. -  152        4/26/85    SEWARD,AK                  A/C Reg. No. N4863C             Time (Lcl) - 1000 AST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                     Injuries
      Name of Carrier           -JOHN FOODE                      SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER   Fire                   Crew    0        0        0        1
      Flight Conducted Under    -14 CFR 135                      NONE                  Pass    0        0        0        2
      Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 206             Eng Make/Model - CONTINENTAL IO-520        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3600                Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                Rated Power    -     285 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
        Method          - N/A                       CORDOVA,AK
        Completeness    - N/A                    Destination                               Airport Data
      Basic Weather     - VMC                       PORT GRAHAM,AK
        Wind Dir/Speed- 360/015 KTS                                                          Runway Ident     - N/A
        Visibility    -    50.0   SM            ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface   - WATER
        Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - WET
        Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING                         WATER-CALM
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      24           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                           Current        - YES       Total      -   4136         Last 24 Hrs -      3
          SE LAND,SE SEA                       Months Since   -  1        Make/Model-   1000         Last 30 Days-     40
                                               Aircraft Type  - C-206     Instrument-     66         Last 90 Days-     80

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THE ACFT WAS IN CRUISE FLT WHEN THE ENGINE QUIT. THE PLT ATTEMPTED AN EMERGENCY LANDING ON THE BEACH
BUT CRASHED IN THE WATER. THE ACFT ENGINE WAS NOT LOCATED FOR SEVERAL DAYS AFTER THE ACCIDENT. ACCORDING TO THE
OPERATOR THE ENGINE FAILURE WAS DUE TO A BROKEN CRANK SHAFT. SALT WATER DAMAGE PRECLUDED AN ANALYSIS OF THE SHAFT
FAILURE.

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Brief of Accident (Continued)

File No. - 152　4/26/85　SEWARD,AK　A/C Reg. No. N4863C　Time (Lcl) - 1000 AST

Occurrence #1　LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation　CRUISE

Finding(s)
1. ENGINE ASSEMBLY,CAMSHAFT - FAILURE,TOTAL
2. MAINTENANCE,LUBRICATION - IMPROPER - MANUFACTURER
3. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
4. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2　IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation　DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 148      4/27/85    HOLITNA RIVER,AK          A/C Reg. No. N31282          Time (Lcl) - 1430 AST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire               Crew     0        1        0        0
    Flight Conducted Under    -14 CFR 91                       NONE              Pass     0        1        0        0
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 7GCBC                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
    Landing Gear   - SKI                            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1650                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                        Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 240/005 KTS                                                          Runway Ident    - N/A
      Visibility     -   20.0   SM              ATC/Airspace                               Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface  - N/A
      Lowest Ceiling       -   5000 FT OVERCAST   Type of Clearance   - NONE               Runway Status   - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     46              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                            Current       - YES      Total      -   3140        Last 24 Hrs -      0
         SE LAND                               Months Since  - 13       Make/Model-   1800        Last 30 Days-     10
                                               Aircraft Type - C-180    Instrument-     30        Last 90 Days-     30

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF THE PLT NOTED A PARTIAL LOSS OF POWER, THE PLT ELECTED PRECAUTIONARY LANDING ON THE REMAINING FROZEN
LAKE. DURING THE TURN THE ACFT STALLED AND CRASHED. THE FUEL SYSTEM WAS FOUND CONTAMINATED WITH ICE AND WATER.
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Brief of Accident (Continued)

File No. - 148 4/27/85 HOLITNA RIVER,AK A/C Reg. No. N31282 Time (Lcl) - 1430 AST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,TANK - WATER
4. FUEL SYSTEM,LINE - WATER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -  150      5/03/85    BETHEL,AK                 A/C Reg. No. N4246T           Time (Lcl) - 1230 ADT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                      Injuries
     Name of Carrier           -DELAIRE CHARTER SERVICE         SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER   Fire               Crew      0       0         0        1
     Flight Conducted Under    -14 CFR 135                      NONE              Pass      0       0         0        2
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-32                Eng Make/Model - LYCOMING IO-540        ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt  -    3600                    Engine Type     - RECIP-FUEL INJECTED
     No. of Seats  -       6                    Rated Power     -     300 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRSTRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                              Airport Data
     Basic Weather    - VMC                       LOCAL                                    BETHEL SEAPLANE
       Wind Dir/Speed- 270/007 KTS                                                         Runway Ident     - 09
       Visibility     -    40.0   SM          ATC/Airspace                                 Runway Lth/Wid   -  3000/  150
       Lowest Sky/Clouds  -       2000 FT       Type of Flight Plan - VFR                  Runway Surface   - ICE
       Lowest Ceiling       -     2000 FT OVERCAST   Type of Clearance   - NONE            Runway Status    - SNOW - WET
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL,CFI                      Current         - YES     Total      -    633        Last 24 Hrs -      4
         SE LAND,ME LAND                     Months Since   -  6       Make/Model-       4        Last 30 Days-    110
         HELICOPTER                          Aircraft Type - PA-32     Instrument-      70        Last 90 Days-    265
                                                                       Multi-Eng -      50        Rotorcraft  -    108

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT REPORTED THAT DURING THE TAKEOFF ROLL THE AIRCRAFT COULD NOT OBTAIN AIRSPEED AND THE AIRCRAFT LOST
DIRECTIONAL CONTROL STRIKING A SNOW BANK AT THE DEPARTURE END OF THE RUNWAY.

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Brief of Accident (Continued)

File No. - 150   5/03/85   BETHEL,AK   A/C Reg. No. N4246T   Time (Lcl) - 1230 ADT

Occurrence   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

     File No. -  189       5/31/85    ALAKTAK,AK                A/C Reg. No. N61500            Time (Lcl) - 1600 ADT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire                 Crew     0         0         0         1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0         0         0         1
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A185F                   Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/YES
     Landing Gear   - SKI/WHEEL                      Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2600                        Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       4                        Rated Power     -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                            BARROW,AK
       Completeness   - N/A                         Destination                             Airport Data
     Basic Weather    - VMC                            LOCAL                                  UNKNOWN
       Wind Dir/Speed- UNK/NR                                                                 Runway Ident      - N/A
       Visibility     -    20.0   SM               ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -       4000 FT            Type of Flight Plan - VFR                Runway Surface    - N/A
       Lowest Ceiling         - 10000 FT OVERCAST    Type of Clearance    - NONE              Runway Status     - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg       - UNK/NR
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      36              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,ATP,CFI                        Current         - YES        Total       -  14025         Last 24 Hrs -       6
        SE LAND,ME LAND,SE SEA                    Months Since    -  1         Make/Model-     260          Last 30 Days-      75
        HELICOPTER                                Aircraft Type - 185          Instrument-     175          Last 90 Days-     150
                                                                               Multi-Eng -  10000

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDEDED WITH A SNOW BANK AND NOSED OVER DURING A LANDING ATTEMPT ON A FROZEN LAKE. THE PLT STATED THAT
"MY RT SKI HIT A PRESSURE RIDGE OR BROKE THROUGH CRUST; WHICHEVER, THE ACFT ABRURTLY PITCHED DOWN, CONTACTING THE
ICE AND CONTINUING OVER ONTO ITS BACK. THE STOP WAS ABRUPT LEADING ME TO BELIEVE THE SKI HIT AN OBSTACLE." THE PLTS
RECOMMENDATION TO PREVENT THIS TYPE OCCURRENCE WAS TO PROHIBIT OFF-ARPT LNDGS.

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File No. - 189 5/31/85 ALAKTAK,AK A/C Reg. No. N61500 Time (Lcl) - 1600 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. IN-FLIGHT PLANNING/DECISION - INADVERTENT - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  186      6/02/85    SOLDOTNA,AK               A/C Reg. No. N65928             Time (Lcl) - 1350 ADT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire                  Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                      NONE                  Pass      0         0         0         3
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172               Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   2393                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                   Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                        Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                             ON AIRPORT
      Method         - N/A                        HOMER,AK
      Completeness   - N/A                     Destination                                    Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                                SOLDOTNA
      Wind Dir/Speed- 350/016 KTS                                                                Runway Ident     - 07
      Visibility     -    30.0   SM             ATC/Airspace                                     Runway Lth/Wid   -  4973/  130
      Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - VFR                      Runway Surface   - ASPHALT
      Lowest Ceiling     -   8000 FT OVERCAST     Type of Clearance   - NONE                     Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation      - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     22              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current       - YES        Total      -     164          Last 24 Hrs -       3
          SE LAND                               Months Since  - 14         Make/Model-      14           Last 30 Days-       4
                                                Aircraft Type - C-172      Instrument-       5           Last 90 Days-       9


        Instrument Rating(s)  - UNK/NR
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE PILOT LOST CONTROL OF THE ACFT AND NOSED OVER ON ITS BACK. THE WEATHER
WAS VMC BUT THE PILOT SAID HE ENCOUNTERED A GUST AND CROSSWIND DURING LANDING.

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Brief of Accident (Continued)

File No. - 186   6/02/85   SOLDOTNA,AK   A/C Reg. No. N65928   Time (Lcl) - 1350 ADT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - IMPROPER - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. -  185       6/09/85    ANCHORAGE,AK                A/C Reg. No. N83995              Time (Lcl) - 1015 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                  Crew      0        0        0       1
     Flight Conducted Under    -14 CFR 91                        NONE                Pass      0        0        0       0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AERONCA 7AC                    Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1313                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                        Rated Power    -     100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                          Destination                          Airport Data
     Basic Weather    - VMC                            LOCAL                                 MERRILL
       Wind Dir/Speed- 330/005 KTS                                                           Runway Ident     - 33
       Visibility     -   50.0   SM                  ATC/Airspace                            Runway Lth/Wid   -  2469/   60
       Lowest Sky/Clouds  -     CLEAR                  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                   Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE                    Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     30             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total       -     53        Last 24 Hrs -      3
         SE LAND                                 Months Since  -  6         Make/Model-        6        Last 30 Days-      5
                                                 Aircraft Type - 150        Instrument-        0        Last 90 Days-      5
                                                                            Multi-Eng -        1

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A PARKED HELICOPTER DURING LANDING. THE ACFT HAD LEFT THE RWY AT MIDFIELD & COLLIDED WITH
THE PARKED ACFT. THE PLT STATED THAT HE LOST DIRECTIONAL CONTROL AFTER LNDG. A RWY LIGHT ON THE LEFT SIDE OF THE
RWY APRX 900 FT FROM THE APPROACH END, WAS FOUND BROKEN. NO MECHANICAL OR PHYSICAL PROBLEMS WERE DISCOVERED DURING
THE INVESTIGATION THAT WERE OF A CAUSAL NATURE. THE BRAKES AND FLT CONTROLS RECEIVED SPECIAL ATTENTION AND NO
MALFUNCTIONS WERE NOTED.

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Brief of Accident (Continued)

File No. - 185   6/09/85   ANCHORAGE,AK   A/C Reg. No. N83995   Time (Lcl) - 1015 ADT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT OBTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,EXPERIENCE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  187       6/16/85    ANCHORAGE,AK             A/C Reg. No. N9282T            Time (Lcl) - 1330 ADT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                      Fire                 Crew      0         0         0          1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      0         0         0          1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 180                Eng Make/Model - CONTINENTAL O-470-K       ELT Installed/Activated - YES/NO
    Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    2550                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                   Rated Power     -      230 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
      Method          - N/A                       KENAI,AK
      Completeness    - N/A                     Destination                             Airport Data
    Basic Weather     - VMC                       ANCHORAGE,AK                              ANCHORAGE
      Wind Dir/Speed- 150/013 KTS                                                           Runway Ident      - 06
      Visibility     -    90.0   SM             ATC/Airspace                                Runway Lth/Wid    - 10600/  150
      Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - VFR                 Runway Surface    - ASPHALT
      Lowest Ceiling         - 20000 FT BROKEN    Type of Clearance    - NONE               Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     50           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current         - NO        Total       -     59         Last 24 Hrs -       1
        SE LAND                                  Months Since    - 12        Make/Model-       33         Last 30 Days-       1
                                                 Aircraft Type  - C-180      Instrument-        0         Last 90 Days        3


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DRAGGED THE LEFT WING TIP DURING LNDG IN A X-WIND. THE PLT STATED THAT HE KNEW THE WIND WAS GUSTY BEFORE
HIS TAKEOFF BUT HE FELT CERTAIN THAT HE COULD HANDLE IT. HE STATED AFTER THE ACCIDENT THAT DURING THE LANDING HE
HAD THE ACFT IN A CRABBED ATTITUDE "WHEN THE WIND STOPPED FOR JUST AN INSTANT". DURING AN "OVERCORRECTION" FOR THE LACK
OF WIND THE PLT SAID HE WAS HIT BY ANOTHER WIND GUST WHICH" TIPPED THE RT WING UP-ALLOWING THE LEFT WING TO MAKE
CONTACT WITH RWY 61. THE PLTS SAFETY RECOMMENDATION ON HIS NTSB FORM 6120.1 (PILOT/OPERATOR ACFT ACC REPORT-USED FOR
CIVIL ACFT ACCIDENTS INVOLVING GEN AVIA ACFT) WAS "MORE CROSS WIND EXPERIENCE FOR PILOT".

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Brief of Accident (Continued)

File No. - 187 6/16/85 ANCHORAGE,AK A/C Reg. No. N9282T Time (Lcl) - 1330 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 190   6/21/85   DILLINGHAM,AK   A/C Reg. No. N45PC   Time (Lcl) - 1330 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1950
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HOMER,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
DILLINGHAM
Runway Ident - 19
Runway Lth/Wid - 6404/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 115
Make/Model- 115
Instrument- 2
Last 24 Hrs - 3
Last 30 Days- 10
Last 30 Days- 25

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT SWERVD ON THE RUNWAY AND GROUND LOOPED. THE PILOT STATED HE LOST CONTROL OF THE ACFT DUE TO THE WIND CONDITION.

Brief of Accident (Continued)

File No. - 190 6/21/85 DILLINGHAM,AK A/C Reg. No. N45PC Time (Lcl) - 1330 ADT

Occurrence #1 LCSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. LOAD JETTISON - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

BEST COPY AVAILABLE

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                         National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

   File No. -   98      3/06/85    BESSEMER,AL             A/C Reg. No. N5105G             Time (Lcl) - 1200 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL               Fatal   Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire               Crew     0        0         0         1
     Flight Conducted Under     -14 CFR 91                        NONE              Pass     0        0         0         0
     Accident Occurred During   -TAXI
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172H              Eng Make/Model - CONTINENTAL O-300-D     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -   2300                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -     4                    Rated Power    -     145 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                          Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point               ON AIRPORT
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                       Airport Data
     Basic Weather    - VMC                        LOCAL                            BESSEMER
       Wind Dir/Speed- UNK/NR                                                       Runway Ident      - UNK/NR
       Visibility     -    10.0   SM           ATC/Airspace                         Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE         Runway Surface   - UNK/NR
       Lowest Ceiling       - NONE               Type of Clearance   - NONE         Runway Status    - UNK/NR
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     34          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current        - YES      Total      -     563       Last 24 Hrs -       0
         SE LAND                               Months Since  -  4        Make/Model-      60       Last 30 Days- UNK/NR
         HELICOPTER                            Aircraft Type - UNK/NR    Instrument-     167       Last 90 Days-      36
                                                                                                   Rotorcraft   -     456

         Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS TAXIING TO THE RWY ON A NARROW TAXIWAY WHEN THE LEFT WING STRUCK A T HANGAR SUPPORT POST.

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Brief of Accident (Continued)

File No. - 98   3/06/85   BESSEMER,AL   A/C Reg. No. N51C5G   Time (Lcl) - 1200 CST

Occurrence   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
1. OBJECT - BUILDING(NONRESIDENTIAL)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

      File No. -   54       1/26/85    ASHDOWN,AR                A/C Reg. No. N89782          Time (Lcl) - 1745 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                       Injuries
                                                                DESTROYED                  Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                       Fire              Crew       1         0         0        0
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       1         0         0        0
     Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235-L26       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   1670                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                   Rated Power    -     110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                        DALLAS,TX
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                        TEXANKANA,TX
       Wind Dir/Speed- 130/004 KTS                                                          Runway Ident     - N/A
       Visibility    -    15.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     20000 FT THIN BKN  Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     28           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
         PRIVATE                               Current        - YES      Total        -     65       Last 24 Hrs -        1
         SE LAND                               Months Since   -  5       Make/Model-        65       Last 30 Days- UNK/NR
                                               Aircraft Type  - C-152    Instrument-         0       Last 90 Days-        8


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT MADE TWO PASSES OVER RESIDENCE TO ALERT FRIEND TO GO TO NEARBY AG STRIP TO PICK UP PLT & PAX. ACFT WAS THEN SEEN
FLYING IN AREA AT LOW ALT & SLOW SPEED BY THE FRIEND AS SHE PROCEEDED TO THE STRIP. SHE LOOKED AWAY FROM THE ACFT
MOMENTARILY & WHEN SHE LOOKED BACK THE ACFT WAS SPINNING TOWARD THE GROUND. WING FLAPS WERE FOUND FULL DOWN IN WRECKAGE.
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File No. - 54   1/26/85   ASHDOWN,AR   A/C Reg. No. N89782   Time (Lcl) - 1745 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILCT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. -  193       2/19/85    HOT SPRINGS,AR           A/C Reg. No. N104JK           Time (Lcl) - 2013 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                 Fatal   Serious    Minor     None
     Type of Operation          -EXECUTIVE/CORPORATE           Fire                Crew     1        0         0         0
     Flight Conducted Under     -14 CFR 91                      ON GROUND          Pass     1        0         0         0
     Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-23-250              Eng Make/Model - LYCOMING TIO-540 C4B5     ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    5200                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      6                       Rated Power    -     250 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
       Method         - UNK/NR                        ADA,OK
       Completeness   - UNK/NR                     Destination                              Airport Data
     Basic Weather    - IMC                           SAME AS ACC/INC                          MEMORIAL
       Wind Dir/Speed- CALM                                                                    Runway Ident      - 05
       Visibility     -      2.000 SM             ATC/Airspace                                 Runway Lth/Wid   -  6956/   150
       Lowest Sky/Clouds  -                         Type of Flight Plan - IFR                  Runway Surface   - ASPHALT
       Lowest Ceiling         -     400 FT OBSCURED Type of Clearance   - IFR                  Runway Status    - DRY
       Obstructions to Vision- FOG                  Type Apch/Lndg      - ILS-COMPLETE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     27           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                               Current          - YES       Total       -    742       Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since  -  7           Make/Model-      94       Last 30 Days-      23
                                                 Aircraft Type - PA23250      Instrument-      85       Last 90 Days-     196
                                                                              Multi-Eng -      94

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT HAD BEEN CLEARED FOR AN ILS APPROACH TO HOT SPRINGS, ARKANSAS. AFTER HE CROSSED THE INITIAL APPROACH FIX, HE SAID
HE WAS GOING TO CLIMB BACK ABOVE THE CLOUDS FOR JUST A SECOND. HE CLIMBED 500 FEET IN THE NEXT 12 SECONDS, THEN STARTED
A FAST DESCENT. THE LAST TWO RADAR HITS WERE ALMOST SUPERIMPOSED. THERE WAS A POST IMPACT FIRE.

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Brief of Accident (Continued)

File No. - 193   2/10/85   HOT SPRINGS,AR   A/C Reg. No. N104JK   Time (Lcl) - 2015 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   CLIMB

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. STALL - INADVERTENT - PILOT IN COMMAND
5. SPIRAL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 170      2/20/85    MENA,AR                A/C Reg. No. N8658E          Time (Lcl) - 1305 CST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                             DESTROYED               Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                     Fire              Crew     1        0        0       0
    Flight Conducted Under    -14 CFR 91                     NONE             Pass     0        0        0       0
    Accident Occurred During  -APPROACH
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-34-200T          Eng Make/Model - CONTINENTAL TSIO-360-EB1B ELT Installed/Activated - NO -N/A
    Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                        Stall Warning System - YES
    Max Gross Wt  -   4570                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -      7                    Rated Power    -    200 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                           Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                OFF AIRPORT/STRIP
      Method         - TELEPHONE                  BATON ROUGE,LA
      Completeness   - UNK/NR                  Destination                        Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                   INTERMOUNTAIN REGIONAL
      Wind Dir/Speed- 140/010 KTS                                                   Runway Ident     - 17
      Visibility     -    10.0   SM           ATC/Airspace                          Runway Lth/Wid   -  5000/   75
      Lowest Sky/Clouds  -                      Type of Flight Plan - IFR           Runway Surface   - ASPHALT
      Lowest Ceiling         -  1800 FT OVERCAST Type of Clearance  - IFR           Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - ADF/NDB
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     37          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL,ATP                        Current        - YES     Total      -   4550       Last 24 Hrs -       8
        SE LAND,ME LAND                       Months Since   - UNK/NR  Make/Model- UNK/NR       Last 30 Days- UNK/NR
                                              Aircraft Type  - 24      Instrument- UNK/NR       Last 90 Days-    100
                                                                       Multi-Eng - UNK/NR       Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT HAD BEEN CLEARED FOR AN INSTRUMENT APPROACH TO THEMENA, ARKANSAS INTERMOUNTAIN REGIONAL AIRPORT. THE AIRPLANE
IMPACTED A MOUNTAIN SIDE 8 1/2 MILES OFF COURSE.
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Brief of Accident (Continued)

File No. - 170 2/20/85 MENA,AR A/C Reg. No. N8658E Time (Lcl) - 1305 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 34 3/06/85 BRADLEY,AR A/C Reg. No. N8909Q Time (Lcl) - 1500 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AERO COMMANDER S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R1340 AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
Runway Ident - 18
Runway Lth/Wid - 2500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 8060
Make/Model- 2060
Instrument- 0
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

----Narrative----

THE PLT SAID THAT AFTER LIFTOFF THE ACFT ENCOUNTERED A GUST OF WIND AND THE ACFT SWERVED OFF THE AIRSTRIP INTO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 34 3/06/85 BRADLEY,AR A/C Reg. No. N39090 Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
1. WEATHER CONDITION - GUSTS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

   File No. -   58       3/23/85    FT. SMITH,AR               A/C Reg. No. N1140L             Time (Lcl) - 1427 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                       Fire                  Crew     0        0        0        1
   Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0        3
   Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - MOONEY M20J             Eng Make/Model - LYCOMING IO-360-AB6D      ELT Installed/Activated - YES-UNK/NR
   Landing Gear    - TRICYCLE-RETRACTABLE    Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt    -    2740                 Engine Type      - RECIP-FUEL INJECTED
   No. of Seats    -       4                 Rated Power    -      200 HP
-------------------------------------------------------------------------------------------------------------------
  --Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                    Destination                             Airport Data
    Basic Weather     - VMC                        LOCAL                                  MUNICIPAL
      Wind Dir/Speed- 290/014 KTS                                                        Runway Ident    - 25
      Visibility    -    25.0   SM             ATC/Airspace                               Runway Lth/Wid  -  8000/  150
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface  - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE              Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      58            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                   Current         - YES        Total      -    6213        Last 24 Hrs -       1
       SE LAND                                   Months Since  - 13           Make/Model-    6213         Last 30 Days- UNK/NR
                                                 Aircraft Type - M20J         Instrument-      46         Last 90 Days- UNK/NR


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT AS THE ACFT LIFTED OFF THE RWY, HE HEARD A "LOUD RACKET" SOMEWHERE IN THE ACFT. HE RETRACTED THE
LANDING GEAR TO DETERMINE IF THE GEAR WAS THE SOURCE OF THE NOISE. IT WAS NOT AND HE ABORTED THE FLIGHT BY CLOSING THE
THROTTLE AND PUTTING THE GEAR HANDLE DOWN. THE LANDING GEAR WAS NOT FULLY EXTENDED AND COLLAPSED ON TOUCHDOWN.
INSPECTION DID NOT REVEAL SOURCE OF NOISE THAT PLT HEARD.

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Brief of Accident (Continued)

File No. - 58   3/23/85   FT. SMITH,AR   A/C Reg. No. N1140L   Time (Lcl) - 1427 CST

Occurrence #1   MISCELLANEOUS/OTHER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2   COMPLETE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                                   National Transportation Safety Board
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                                           Brief of Accident

      File No. -  197       3/23/85    HOT SPRINGS,AR            A/C Reg. No. N508SS             Time (Lcl) - 1045 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-COMMUTER                      Aircraft Damage                             Injuries
   Name of Carrier            -AIR MIDWEST SKYWAYS, INC.     SUBSTANTIAL                  Fatal    Serious    Minor     None
   Type of Operation          -SCHEDULED,DOMESTIC,PASSENGER Fire                 Crew      0         0          0        2
   Flight Conducted Under     -14 CFR 135                    NONE                 Pass      0         0          0        7
   Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - SWEARINGEN SA226TC            Eng Make/Model - GARRETT TPE331 SERIES     ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
   Max Gross Wt   -  12500                        Engine Type     - TURBOPROP
   No. of Seats   -     19                        Rated Power     -     840 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
   Wx Briefing      - UNK/NR                      Last Departure Point                        ON AIRPORT
     Method         - UNK/NR                        LITTLE ROCK,AR
     Completeness   - UNK/NR                     Destination                                Airport Data
   Basic Weather    - VMC                           SAME AS ACC/INC                           HOT SPRING MEM
     Wind Dir/Speed- 310/007 KTS                                                              Runway Ident      - 23
     Visibility    -     7.0  SM                ATC/Airspace                                  Runway Lth/Wid    -  6600/  150
     Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - IFR                   Runway Surface    - ASPHALT
     Lowest Ceiling         -  4500 FT BROKEN     Type of Clearance   - IFR                   Runway Status     - DRY
     Obstructions to Vision- NONE                 Type Apch/Lndg      - LDA
     Precipitation         - NONE                                       TRAFFIC PATTERN
     Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        ATP                                      Current        - YES      Total        -   3032        Last 24 Hrs -       6
        SE LAND                                  Months Since  -  4        Make/Model-   1280        Last 30 Days- UNK/NR
                                                 Aircraft Type - SA226TC   Instrument-    255        Last 90 Days-     150
                                                                           Multi-Eng -   1530

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE FIRST OFFICER WAS MAKING THE LANDING AND THE ACFT BOUNCED DURING TOUCHDOWN. THE CAPTAIN'S RIGHT HAND, WHICH HAD BEEN
NEAR THE FLOOR TO THE RIGHT OF HIS SEAT, BUMPED THE LANDING GEAR SELECTOR TO THE UP POSITION AS THE CAPTAIN REACHED FOR
THE YOKE. THE AIRCRAFT THEN LANDED WITH THE GEAR RETRACTED. ALTHOUGH THE LANDING GEAR SELECTOR HANDLE LATCH MECHANISM
OPERATED AS DESIGNED, TESTS SHOWED THE MECHANISM OFFERED LITTLE RESISTANCE TO INADVERTENT MOVEMENT TO THE UP POSITION.

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File No. - 197 3/23/85 HOT SPRINGS,AR A/C Reg. No. N508SS Time (Lcl) - 1045 CST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - INADEQUATE - COPILOT
2. LANDING GEAR,GEAR SWITCH - INADEQUATE
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
4. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 196   5/07/85   GRADY,AR   A/C Reg. No. N1,545   Time (Lcl) - 0820 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AERO COMMANDER S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6900
No. of Seats - 1

Eng Make/Model - P & W R1340 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/002 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg -

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	4200	Last 24 Hrs -	6
Make/Model-	1500	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	100

Instrument Rating(s) - NONE

----Narrative----

AG AIRPLANE WAS BEING FLOWN ON A SPRAY RUN WHEN THE LEFT WING HIT A TREE. IMPACT WITH TREE AND GROUND DEMOLISHED THE AIRPLANE. PILOT WAS WEARING HELMET AND SEAT BELT AND SHOULDER HARNESS WAS FASTENED. THE PILOT WAS NOT INJURED.

File No. - 196 5/07/85 GRADY,AR A/C Reg. No. N1754S Time (Lcl) - 0820 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

    File No. -  181      5/16/85    MONTICELLO,AR              A/C Reg. No. N737LE            Time (Lcl) - 1730 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                      Fire                  Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA R182              Eng Make/Model - LYCOMING O-540-L3C5D     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3100                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -     235 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING  Last Departure Point                     ON AIRPORT
      Method        - N/A                      MILLINGTON,TN
      Completeness  - N/A                   Destination                             Airport Data
    Basic Weather   - VMC                      SAME AS ACC/INC                        MONTICELLO MUNI
      Wind Dir/Speed- 300/015 KTS                                                     Runway Ident     - UNK/NR
      Visibility    -    15.0   SM          ATC/Airspace                              Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling       - NONE             Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN                      ROUGH
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -    48          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review          Flight Time (Hours)
        PRIVATE                            Current      - YES      Total      -   1136        Last 24 Hrs -       2
        SE LAND                            Months Since - 14       Make/Model-    116        Last 30 Days- UNK/NR
                                           Aircraft Type - R182    Instrument-      0        Last 90 Days-      24

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT SELECTED GRASSY AREA ON ARPT FOR LANDING. THE GRASSY AREA WAS MORE CLOSELY ALIGNED WITH THE SURFACE WINDS THAN THE
AVAILABLE RUNWAYS. THE GRASSY AREA HAS A UTILITY LINE ACROSS THE APCH END AND A DITCH ON THE DEPARTURE END. THE LANDING
WAS LONG AND HOT AND THE ACFT BALLOONED DURING TOUCHDOWN. THE PLT SAID HE SELECTED FLAPS DURING THE TOUCHDOWN SEQUENCE
AND CONTINUED THE LANDING. THE PLT SAID THE BRAKES WERE NOT EFFECTIVE ON THE ROUGH, GRASSY SURFACE. WHEN THE PLT
RECOGNIZED ACFT WOULD NOT STOP ON THE LANDING AREA HE SELECTED MORE FLAPS BUT ACFT COLLIDED WITH THE DITCH. SOMETIME
AFTER THE ACCIDENT THE PLT DISCOVERED THAT THE FLAPS HAD NOT EXTENDED DURING THE LANDING ROLL. THE FLAPS WOULD NOT
EXTEND WHEN ZERO TO 20' DOWN WAS SELECTED BUT DID WORK AT HIGHER SETTINGS.

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Brief of Accident (Continued)

File No. - 181   5/16/85   MONTICELLO,AR   A/C Reg. No. N737LE   Time (Lcl) - 1730 CDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. FLIGHT CONTROL,FLAP - INOPERATIVE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. -    64        1/17/85    SAN CARLOS,AZ              A/C Reg. No. N3820S              Time (Lcl) - 1740 MST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation         -INSTRUCTIONAL                  Fire                 Crew       0         0         0        1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass       0         0         0        0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172E                  Eng Make/Model - CONTINENTAL O-300-C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -      145 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method        - N/A                           SAME AS ACC/INC
      Completeness  - N/A                        Destination                               Airport Data
    Basic Weather   - VMC                           LOCAL                                    SAN CORLOS
      Wind Dir/Speed- CALM                                                                   Runway Ident    - 32
      Visibility    -    50.0   SM               ATC/Airspace                                Runway Lth/Wid  -  7200/    70
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                Runway Surface  - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE                Runway Status   - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        STUDENT                                Current        - N/A       Total      -      26         Last 24 Hrs - UNK/NR
                                               Months Since   - N/A       Make/Model-       26         Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A       Instrument-        0         Last 90 Days-     26


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT OVER ROTATED THE ACFT WHILE PRACTICING A SOFT FIELD TAKEOFF. IN AN ATTEMPT TO GAIN AIRSPEED THE
ACFT STALLED AND IMPACTED THE RWY.

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Brief of Accident (Continued)

File No. - 64 1/17/85 SAN CARLOS,AZ A/C Reg. No. N3820S Time (Lcl) - 1740 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -   26       1/22/85    SAHUARITA,AZ             A/C Reg. No. N2403A            Time (Lcl) - 1700 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire              Crew       0        0         0        1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0         0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model        PIPER PA-38-112         Eng Make/Model  - LYCOMING O-235-L2C      ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED          Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt    -    3600                 Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      2                  Rated Power     -      112 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                   ON AIRPORT
       Method        - N/A                        TUCSON,AZ
       Completeness  - N/A                      Destination                          Airport Data
     Basic Weather   - VMC                        LOCAL                                SAHURITA ABANDONED
       Wind Dir/Speed- CALM                                                            Runway Ident      - 12
       Visibility    -     30.0   SM          ATC/Airspace                             Runway Lth/Wid    -  4000 -UNK/NR
       Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE             Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE             Type of Clearance   - NONE             Runway Status     - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     36           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        ATP                                     Current        - UNK/NR   Total       -   8039       Last 24 Hrs -       1
        SE LAND,ME LAND                         Months Since   - UNK/NR   Make/Model-     150        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR   Instrument-     470        Last 90 Days-     115
                                                                          Multi-Eng -    2743

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT VEERED TO THE RIGHT DURING LANDING ROLL ON AN ABANDONED AIRSTRIP. RIGHT WING CONTACTED A TREE APRX 1 FT
INBOARD ON RIGHT WING TIP DEFORMING THE MAIN SPAR. TREES LINED BOTH SIDES OF THE AIRSTRIP.
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File No. - 26 1/22/85 SAHUARITA,AZ A/C Reg. No. N2403A Time (Lcl) - 1700 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 108   1/28/85   GRAND CANYON,AZ   A/C Reg. No. N4852G   Time (Lcl) - 1338 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 190/013 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAS VEGAS,NV
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
GRAND CANYON
Runway Ident - 21
Runway Lth/Wid - 8999/ 150
Runway Surface - ASPHALT
Runway Status - ICE COVERED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 158
Make/Model - 158
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 14
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE 50 YEAR OLD PRIVATE PILOT, WITH A TOTAL OF 158 FLIGHT HOURS, SAID THE LANDING WAS MADE ON THE RIGHT HALF OF THE 150 FT WIDE RWY. AS HE ATTEMPTED TO STEER TO THE MIDDLE OF THE RWY THE ACFT SKIDDED OFF THE LEFT SIDE OF THE RWY AND CONTACTED A SNOW BANK APRX 3000 FT FROM THE APCH END OC THE RWY. A WEATHER OBSERVATION TAKEN IMMEDIATELY AFTER THE ACCIDENT RECORDED WIND FROM 190 DEGS AT 13 KTS. THE PLT REPORTED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 108 1/28/85 GRAND CANYON,AZ A/C Reg. No. N4852G Time (Lcl) - 1338 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                                National Transportation Safety Board
                                      Washington, D.C  20594

                                         Brief of Accident

     File No. -   87       1/04/85    CAMARILLO,CA             A/C Reg. No. N5194U            Time (Lcl) - 1405 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                  Crew    0       0         0        1
    Flight Conducted Under     -14 CFR 91                       NONE                 Pass    0       0         0        2
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172RG              Eng Make/Model - LYCOMING O-360-F1A6      ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2200                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                   Rated Power     -      180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method         - N/A                        VAN NUYS,CA
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                          CAMARILLO
      Wind Dir/Speed- VARIABLE/020 KTS                                                     Runway Ident     - 08
      Visibility     -     50.0   SM          ATC/Airspace                                 Runway Lth/Wid   -  6000/  150
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      32              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                            Current         - YES      Total       -     105         Last 24 Hrs -      1
       SE LAND                            Months Since    - 16       Make/Model-         6         Last 30 Days-     11
                                          Aircraft Type - C-152      Instrument-         2         Last 90 Days-     19


      Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT UPON LANDING A STRONG GUST OF WIND CAUSED THE ACFT TO DEVIATE TO THE LEFT. APPLICATION OF THE
APPROPRIATE FLIGHT CONTROLS DID NOT ARREST THE DEVIATION. BRAKES WERE APPLIED BUT NOT IN TIME TO PREVENT THE ACFT
FROM EXITING THE RWY. THE ACFT NOSED OVER AS IT EXITED THE RWY AND ENTERED ONTO THE ROUGH TERRAIN. THE ARPT MGR
REPORTED THAT STRONG GUSTY, VARIABLE WINDS PREVAILED AT THE TIME OF THE ACCIDENT. THERE IS NO CONTROL TWR AT THE ARPT.
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Brief of Accident (Continued)

File No. - 87 1/04/85 CAMARILLO,CA A/C Reg. No. N5194U Time (Lcl) - 1405 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

     File No. -   59       1/05/85    EL MONTE,CA              A/C Reg. No. N58816              Time (Lcl) - 0914 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                       Fire                Crew      0         0          0          1
    Flight Conducted Under     -14 CFR 91                       NONE               Pass      0         0          0          0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 182P                Eng Make/Model - CONTINENTAL O-470-R25     ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2950                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                    Rated Power    -     230 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                            Airport Data
    Basic Weather    - VMC                           LOCAL
      Wind Dir/Speed- CALM                                                                  Runway Ident      - N/A
      Visibility     -    20.0   SM              ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     20000 FT THIN BKN   Type of Flight Plan - NONE               Runway Surface    - N/A
      Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apcn/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     65           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review             Flight Time (Hours)
        COMMERCIAL                                Current          - YES       Total      -    1443       Last 24 Hrs - UNK/NR
        SE LAND                                   Months Since     -  7        Make/Model-     871        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR       Instrument-      72        Last 90 Days-      4
                                                                               Multi-Eng -       8

        Instrument Rating(s)   - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 300 FT AGL, A TTL LOSS OF PWR WAS EXPERIENCED. THE PLT ATTEMPTED A FORCED
LANDING IN A RESIDENTIAL AREA BUT UPON REALIZING THE AREA WAS TOO CONGESTED, THE ACFT WAS INTENTIONALLY LANDED IN
A LARGE TREE. POST ACCIDENT EXAMINATION REVEALED WATER IN THE FUEL TANKS AND IN THE CARBURETOR FUEL LINE.

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Brief of Accident (Continued)

File No. - 59 1/05/85 EL MONTE,CA A/C Reg. No. N58816 Time (Lcl) - 0914 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -    32        1/06/85    SUNLAND,CA                 A/C Reg. No. N13355             Time (Lcl) - 1425 PST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                 Fatal     Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                   Crew     0          0         0         1
     Flight Conducted Under     -14 CFR 91                         NONE                 Pass     0          0         0         0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CROWDER GREAT LAKES          Eng Make/Model - ELIZALDE,S.A. TIGRE G-IV  ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                              Stall Warning System - NO
     Max Gross Wt   -    1570                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                       Rated Power    -      150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                          UPLAND,CA
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                          SANTA PAULA,CA
       Wind Dir/Speed- CALM                                                                   Runway Ident      - N/A
       Visibility     -    10.0    SM            ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -       5000 FT THIN OVC  Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling          - NONE               Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     68              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current       - YES      Total      -    921        Last 24 Hrs -       1
        SE LAND                                  Months Since  - 11       Make/Model-     233        Last 30 Days-       2
                                                 Aircraft Type - GR.LAKE  Instrument-       0        Last 90 Days-       4

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE CRUISING AT 2100 FT AGL, THE ENGINE BEGAN TO VIBRATE AND A TTL LOSS OF PWR OCCURRED. PLT MADE FORCED LANDING
INTO THE TOP OF A TREE. INSPECTION REVEALED THAT THE 4 HOLD DOWN BOLTS/STUDS WHICH HOLD THE #2 CYLINDER TO THE
CASE HAD FAILED ALLOWING THE CYLINDER TO SEPARATE FROM THE ENGINE. PLT STATED THE BOLTS HAD NEVER BEEN REMOVED
AND RE-TORQUED ON THE ENGINE.

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Brief of Accident (Continued)

File No. - 32   1/06/85   SUNLAND,CA   A/C Reg. No. N13355   Time (Lcl) - 1425 PST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - SEPARATION
2. ENGINE ASSEMBLY,MOUNT - FAILURE,TOTAL
3. ENGINE ASSEMBLY,MOUNT - UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 60 1/08/85 TRIMMER,CA A/C Reg. No. N59549 Time (Lcl) - 0915 PST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206B
Landing Gear - HIGH SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FRESNO,CA
Destination
LAKE WISHON,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 40
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4820
Make/Model- 850
Instrument- 100
Multi-Eng - 20
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 76
Rotorcraft - 4450

----Narrative----

THE PLT STATED THE HELICOPTER LOST PWR DURING CRUISE WHEN HE ATTEMPTED TO ADD PWR TO CLIMB. HE STATED THAT N2 DECREASED ALONG WITH THE ACTIVATION OF VISUAL AND AUDIO ENGINE OUT WARNINGS. AN AUTOROTATION WAS PERFORMED TO A ROAD, HOWEVER, THE HELICOPTER SLID OFF THE ROAD AND DOWN A 50 DEG SLOPE IN THE TERRAIN BEFORE COMING TO REST. POST ACCIDENT TESTS REVEALED THE FUEL GOVERNOR, P/N 104100A12-A8, HAD AN EXCESSIVE LEAKAGE RATE AT THE BYPASS VALVUE AND THE DECELERATION AND SLOPE TESTS WERE OUT OF LIMITS. WHEN RETESTED, THE GOVERNOR WAS FOUND CAPABLE OF NORMAL OPERATION.

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                                 Brief of Accident (Continued)

     File No. -   60      1/08/85   TRIMMER,CA                   A/C Reg. No. N59549             Time (Lcl) - 0915 PST
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     CLIMB

Finding(s)
  1. FUEL SYSTEM,FUEL CONTROL - UNDETERMINED
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING

Finding(s)
  3. TERRAIN CONDITION - DOWNHILL
  4.   DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 31 1/10/85 SNELLING,CA A/C Reg. No. N99021 Time (Lcl) - 1640 PST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELL 204
Landing Gear - SKID
Max Gross Wt - 8600
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING 653-11
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/001 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DELHI,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 58
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - 206-B

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)			
Total	30450	Last 24 Hrs	UNK/NR
Make/Model	1000	Last 30 Days	20
Instrument	0	Last 90 Days	55
Multi-Eng	3000	Rotorcraft	7450

Instrument Rating(s) - NONE

----Narrative----

PLT VACATED THE ACFT WITH ENGINE AT IDLE & WITH THE BLADES TURNING TO REFUEL. THE LANDING PLATFORM MOUNTED ON THE "NURSE" TRUCK WAS SLIPPERY FROM AN OIL & COPPER MIXTURE USED IN THE SPRAYING OPERATION. THE HELICOPTER STARTED TO SLIDE & THE PLT REBOARDED JUST AS IT FELL OFF THE TRUCK.

Brief of Accident (Continued)

File No. - 31 1/10/85 SNELLING,CA A/C Reg. No. N99021 Time (Lcl) - 1640 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - IDLING ROTORS

Finding(s)
1. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPLACENCY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

    File No. -  138      1/13/85    COMPTON,CA              A/C Reg. No. N9755T            Time (Lcl) - 1045 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation        -INSTRUCTIONAL                 Fire              Crew      0        0        1        0
    Flight Conducted Under   -14 CFR 91                      NONE             Pass      0        0        0        0
    Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112         Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   1670                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     2                   Rated Power    -    118 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                              Airport Proximity
    Wx Briefing     - FSS                    Last Departure Point                   ON AIRPORT
      Method        - TELEPHONE                LONG BEACH,CA
      Completeness  - WEATHER NOT PERTINENT   Destination                         Airport Data
    Basic Weather   - VMC                      COMPTON,CA                             COMPTON
      Wind Dir/Speed- CALM                                                            Runway Ident     - UNK/NR
      Visibility    -   40.0   SM          ATC/Airspace                               Runway Lth/Wid   -  3670/   60
      Lowest Sky/Clouds -    25000 FT SCATTERED  Type of Flight Plan - VFR/IFR        Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE            Type of Clearance    - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation        - NONE                                   GO AROUND
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -    34            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review             Flight Time (Hours)
       STUDENT                              Current      - N/A      Total      -    54        Last 24 Hrs -     0
                                            Months Since - N/A      Make/Model-     53        Last 30 Days-     8
                                            Aircraft Type - N/A     Instrument-      0        Last 90 Days-    15


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AS THE STUDENT PLT WAS ABOUT TO TOUCHDOWN ON RWY 25L THE ACFT SWERVED TO THE LEFT. HE ATTEMPTED A GO-AROUND & IN ORDER
TO AVOID PARKED ACFT TO THE SOUTH OF THE ADJACENT TAXIWAY HE APPLIED AFT ELEVATOR & STALLED THE ACFT, LANDING UPON &
DESTROYING TWO OTHER ACFT & SUBSEQUENTLY DAMAGING A THIRD. THE WIND WAS CALM 6 MILES SOUTH OF THE ACCIDENT SITE.
ACCORDING TO THE PLT THE WIND AT THE ACCIDENT SITE WAS FROM THE NORTH & BLEW THE ACFT TO THE LEFT. THE PLT'S LOGBOOK
REVEALED NO DOCUMENTED GO-AROUND PRACTICE.

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Brief of Accident (Continued)

File No. - 138   1/13/85   COMPTON,CA   A/C Reg. No. N9755T   Time (Lcl) - 1045 PST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
7. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. -    8       1/13/85    PLACERVILLE,CA          A/C Reg. No. N14000            Time (Lcl) - 1150 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew       0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0        1        2
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - WACO YKC                 Eng Make/Model - JACOBS R755             ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    3000                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -     245 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                            Airport Proximity
    Wx Briefing      - FSS                     Last Departure Point                 ON AIRPORT
      Method         - TELEPHONE                 SAN JOSE,CA
      Completeness   - WEATHER NOT PERTINENT    Destination                        Airport Data
    Basic Weather    - VMC                       PLACERVILLE,CA                     SWANSBORO COUNTY
      Wind Dir/Speed- CALM                                                          Runway Ident     - 27
      Visibility     -    20.0   SM          ATC/Airspace                           Runway Lth/Wid   -   3235/   50
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - VFR            Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE           Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     43              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current        - YES      Total      -    272       Last 24 Hrs -      4
        SE LAND                               Months Since   -  6       Make/Model-    202       Last 30 Days-      7
                                              Aircraft Type  - YKC      Instrument-      0       Last 90 Days-     22
                                                                        Multi-eng -      0       Rotorcraft  -      0

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS LINED UP ON RWY BUT PLT MISJUDGED HEIGHT AND ACFT STALLED APRX 3 FT ABOVE THE GROUND. ACFT BOUNCED AND
UPON CONTACTING THE GROUND VEERED RIGHT. PLT OVER COMPENSATED AND ACFT GROUND LOOPED TRAVELING OFF LEFT SIDE OF RWY
INTO A ROAD. THE POND IS APRX 60 FT SOUTH OF THE AIRSTRIP MID-FIELD. LEFT MAIN GEAR WAS SHEARED OFF.
-----------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 8 1/13/85 PLACERVILLE,CA A/C Reg. No. N14000 Time (Lcl) - 1150 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - WATER,GLASSY

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -  128      1/18/85    NEWHALL,CA                A/C Reg. No. N830V              Time (Lcl) - 1045 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                         Injuries
                                                               DESTROYED                     Fatal   Serious   Minor   None
     Type of Operation          -BUSINESS                      Fire                  Crew      0        1        0       0
     Flight Conducted Under     -14 CFR 91                     ON GROUND             Pass      1        0        0       0
     Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 205A-1                 Eng Make/Model - LYCOMING T3313 B        ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                        Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -   9500                      Engine Type    - TURBOSHAFT
     No. of Seats   -      7                      Rated Power    -   1250 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC
       Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
       Visibility     -    15.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface   - DIRT
       Lowest Ceiling        - NONE              Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     36          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL,CFI                      Current       - YES     Total       -    2573       Last 24 Hrs -      1
         NONE                                Months Since  -  8      Make/Model-    1320       Last 30 Days-     25
         HELICOPTER                          Aircraft Type - 206-B   Instrument-     210       Last 90 Days-    133
                                                                                               Rotorcraft  -   2573

         Instrument Rating(s)  - HELICOPTER
------------------------------------------------------------------------------------------------------------------
----Narrative----
THIS HELICOPTER COLLIDED WITH HILLY TERRAIN WHILE CIRCLING AT A LOW ALTITUDE. IT WAS FOLLOWING ANOTHER HELICOPTER
IN A CLOCKWISE CIRCULAR PATTERN AT THE TIME, AND BEING FILMED FOR THE T.V. SERIES "AIR WOLF". ONE WITNESS OBSERVED
THE HELICOPTER DECENDING IN THE FINAL TURN, INSTEAD OF LEVELING OFF, UNTIL IT WAS VERY CLOSE TO THE GROUND. AS
IT APPROACHED A SMALL KNOLL GROUND CONTACT OCCURRED. THE ENGINE WAS HEARD RUNNING FOR SEVERAL SECONDS AFTER IMPACT.
POST IMPACT FIRE WAS THE CAUSE OF THE DEATH OF THE PASSENGER.

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Brief of Accident (Continued)

File No. - 128 1/18/85 NEWHALL,CA A/C Reg. No. N830V Time (Lcl) - 1045 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  135        1/21/85    PALM SPRINGS,CA            A/C Reg. No. N55XV               Time (Lcl) - 1405 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                       Fire                 Crew     0         0          0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0         0          0        2
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - HELIO COURIER H-250          Eng Make/Model - LYCOMING GO-480-GID6      ELT Installed/Activated - NO -N/A
     Landing Gear    - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    3400                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      6                       Rated Power     -     295 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method         - N/A                         IMPERIAL,CA
       Completeness   - N/A                       Destination                               Airport Data
     Basic Weather    - VMC                         PALM SPRINGS,CA                             PALM SPRINGS
       Wind Dir/Speed- 300/006 KTS                                                              Runway Ident      - 30
       Visibility     -      8.0   SM            ATC/Airspace                                   Runway Lth/Wid    -  7013/  150
       Lowest Sky/Clouds -     20000 FT THIN BKN   Type of Flight Plan - NONE                   Runway Surface    - ASPHALT
       Lowest Ceiling       - NONE                 Type of Clearance   - NONE                   Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
       Precipitation        - NONE                                       FULL STOP
       Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     48              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                               Current        - UNK/NR     Total      -     527          Last 24 Hrs -       6
          SE LAND                               Months Since   - UNK/NR     Make/Model-     527          Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR     Instrument-       0          Last 90 Days-      30


          Instrument Rating(s)    - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT BOUNCED UPON LANDING IN CALM WIND CONDITIONS AND THE LEFT MAIN GEAR LEG BROKE OFF WHEREUPON THE ACFT GROUND
LOOPED TO THE RIGHT. INSPECTION REVEALED RUST ON BOTH SIDES OF THE GEAR STRUT ABOUT 6 INCHES BELOW THE FUSELAGE WHERE
A BRACE IS WELDED TO THE STRUT. THE RUST AREA WAS HIDDEN FROM VIEW BY PAINT.

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File No. - 135 1/21/85 PALM SPRINGS,CA A/C Reg. No. N55XV Time (Lcl) - 1405 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR STRUT - CORRODED
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

     File No. -  101        1/28/85    HOLLISTER,CA                A/C Reg. No. N53430             Time (Lcl) - 1415 PST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                            Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                  Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0       0
     Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150L              Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                   Rated Power    -     100 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
       Method           - N/A                       HOLLISTER,CA
       Completeness     - N/A                    Destination                             Airport Data
     Basic Weather      - VMC                       UNKNOWN,UN                               FRAZIER LAKE AIRPARK
       Wind Dir/Speed- 270/008 KTS                                                           Runway Ident      - UNK/NR
       Visibility      -     6.0    SM         ATC/Airspace                                  Runway Lth/Wid    - UNK/NR
       Lowest Sky/Clouds  -      UNK/NR           Type of Flight Plan - NONE                 Runway Surface    - UNK/NR
       Lowest Ceiling        -   1100 FT BROKEN   Type of Clearance   - NONE                 Runway Status     - UNK/NR
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     36            Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current         - YES     Total        - UNK/NR       Last 24 Hrs - UNK/NR
         SE LAND                                Months Since    - 13      Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT ATTEMPTED TO TAKEOFF FROM A TAXIWAY. THE TAKEOFF WAS ABORTED. BUT THE ACFT CONTINUED OFF THE END OF THE
TAXIWAY. PLT'S MEDICAL CERTIFICATE HAD EXPIRED, AND HE DID NOT FILE AN ACCIDENT REPORT.
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File No. - 101 1/28/85 HOLLISTER,CA A/C Reg. No. N5343Q Time (Lcl) - 1415 PST

Occurrence OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UNAPPROVED
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. ABORT ABOVE V1 - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -   78      1/30/85   LOWER LAKE,CA             A/C Reg. No. N269E           Time (Lcl) - 1415 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor      None
    Type of Operation         -PERSONAL                       Fire              Crew      0         0         0          1
    Flight Conducted Under    -14 CFR 91                       NONE             Pass      0         0         0          2
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HELIO H-295            Eng Make/Model - LYCOMING GO-480-G1D6       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED    Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt   -    3400                Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       6                Rated Power     -     295 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                              Airport Proximity
    Wx Briefing      - FSS                   Last Departure Point                   ON AIRPORT
      Method         - TELEPHONE               SAME AS ACC/INC
      Completeness   - PARTIAL,LMTD BY PILOT  Destination                          Airport Data
    Basic Weather    - VMC                     LOCAL                                  PEARCE FIELD
      Wind Dir/Speed- 300/007 KTS                                                     Runway Ident      - 30
      Visibility     -    30.0   SM          ATC/Airspace                             Runway Lth/Wid    -  2485/   50
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE             Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE             Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                  Age -     50          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)        Biennial Flight Review               Flight Time (Hours)
          PRIVATE                        Current        - YES     Total       -    463          Last 24 Hrs -       5
          SE LAND                        Months Since   - 17      Make/Model-      12          Last 30 Days- UNK/NR
                                         Aircraft Type - UNK/NR   Instrument-      77          Last 90 Days-      45


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT ATTEMPTED TO ABORT A TAKEOFF AS THE ACFT BECAME AIRBORNE AT APRX 40 MPH. THE RIGHT MAIN GEAR COLLAPSED WHEN
THE ACFT TOUCHED DOWN WHILE IT WAS YAWED TO THE LEFT.

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Brief of Accident (Continued)

File No. - 78 1/30/85 LOWER LAKE,CA A/C Reg. No. N269E Time (Lcl) - 1415 PST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

    File No. -  139      1/31/85    APPLE VALLEY,CA          A/C Reg. No. N9018T           Time (Lcl) - 1020 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                      Fire                  Crew     0        1        0         0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        1        0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182C                Eng Make/Model - CONTINENTAL O-470-L       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2650                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                     Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method         - N/A                        WICKENBURG,AZ
      Completeness   - N/A                    Destination                               Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                          APPLE VALLEY
      Wind Dir/Speed- 040/007 KTS                                                          Runway Ident     - 36
      Visibility     -   40.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  6500/  150
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE            Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                  FULL STOP
      Condition of Light      - DAYLIGHT                              FORCED LANDING
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     62           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                              Current          - UNK/NR     Total       - UNK/NR        Last 24 Hrs - UNK/NR
        SE LAND                              Months Since     - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

        Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED TO ENTER THE LEFT DOWNWIND LEG AT A LOW ALT OF ABOUT 200 FT AGL. THE ENGINE STOPPED COMPLETELY,
& THE PLT ATTEMPTED TO LAND ON THE RUNWAY, BUT IMPACTED THE GROUND SHORT & TO THE LEFT OF THE APCH END OF THE
RWY. WING FLAPS WERE FOUND FULLY RETRACTED. FUEL WAS FOUND IN BOTH WING TANKS, BUT THE CARBURETOR BOWL CONTAINED
ONLY A FEW DROPS OF FUEL. NO DISCREPANCIES WERE FOUND WITH THE ENGINE OR FUEL SYSTEM.

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File No. - 139 1/31/85 APPLE VALLEY,CA A/C Reg. No. N9018T Time (Lcl) - 1020 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. ALTITUDE - BELOW - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. -   88        2/10/85    CAMARILLO,CA               A/C Reg. No. N212Y               Time (Lcl) - 1345 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                        Injuries
                                                            SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                    Fire                  Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                    NONE                 Pass      0         0         0         1
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 65                 Eng Make/Model - LYCOMING IGSO-480-A1E6   ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    7700                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       9                  Rated Power    -      340 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
      Method         - N/A                       UNK/NR
      Completeness   - N/A                     Destination                               Airport Data
    Basic Weather    - VMC                       UNK/NR                                    CAMARILLO
      Wind Dir/Speed- 220/004 KTS                                                          Runway Ident      - 08
      Visibility     -    25.0   SM          ATC/Airspace                                  Runway Lth/Wid    -  6020/  150
      Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                     FULL STOP
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      37           Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
        ATP,CFI,FLT ENG                       Current        - YES      Total        - UNK/NR        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since   - 14       Make/Model- UNK/NR           Last 30 Days- UNK/NR
        GLIDER                                Aircraft Type  - UNK/NR   Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                        Multi-Eng  - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AN INSPECTION OF RWY 8 DISCLOSED THE ACFT TOUCHED DOWN ON THE TWO MAIN GEAR SIMULTAINEOUSLY, FOLLOWED IMMEDIATELY BY THE
COLLAPSE OF THE NOSE GEAR. THE ACFT'S NOSE & BOTH PROPELLERS CONTACTED THE RWY, WITH NO INDICATION OF A YAW. THE NOSE
GEAR ACTUATOR ASS'Y STRUT WAS PUSHED UPWARD THROUGH THE TOP SKIN OF THE ACFT'S NOSE. ALL FAILED PARTS APPEARED TO HAVE
FAILED AS A RESULT OF OVERLOAD.

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File No. - 88 2/10/85 CAMARILLO,CA A/C Reg. No. N212Y Time (Lcl) - 1345 PST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,PARTIAL
2. FLARE - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. -   94       2/15/85    CORONA,CA              A/C Reg. No. N74315            Time (Lcl) - 1205 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                Crew      0         0          1         0
    Flight Conducted Under     -14 CFR 91                      NONE               Pass      0         0          1         0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 14-13-2             Eng Make/Model - FRANKLIN 6A4-150-B3        ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS  Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1780                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                       ON AIRPORT
      Method         - TELEPHONE                    RIVERSIDE,CA
      Completeness   - WEATHER NOT PERTINENT     Destination                                Airport Data
    Basic Weather    - VMC                          CORONA,CA                                  CORONA MUNICIPAL
      Wind Dir/Speed- 070/005 KTS                                                              Runway Ident      - 07
      Visibility     -    50.0   SM              ATC/Airspace                                  Runway Lth/Wid   -  3200/   60
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - NONE                  Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     69          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review             Flight Time (Hours)
        PRIVATE                                Current       - YES      Total       -    361        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since  -  2       Make/Model-      22         Last 30 Days-      2
                                               Aircraft Type - C-150    Instrument-       4         Last 90 Days-      5


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE THE ACFT WAS ON FINAL APCH THE PLT TRIED TO SLOW THE ACFT BY LOWERING THE LANDING GEAR AND FLAPS. THE ACFT
SINK RATE INCREASED AND THE ACFT CONTACTED TREES BEFORE THE PLT APPLIED POWER. THE ACFT TOUCHED DOWN 50 FT SHORT
OF RWY IN SOFT GROUND WHERE THE MAIN GEAR COLLAPSED.

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Brief of Accident (Continued)

File No. - 94 2/15/85 CORONA,CA A/C Reg. No. N74315 Time (Lcl) - 1205 PST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT OBTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - TREE(S)

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,WHEEL - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -   93      2/20/85    STOCKTON,CA            A/C Reg. No. N4021A          Time (Lcl) - 0900 PST
------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
   Type of Operation          -BUSINESS                      Fire               Crew     0        0        1        0
   Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        1        0
   Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BELL 47G-2             Eng Make/Model  - LYCOMING VO-435-A1B    ELT Installed/Activated - NO -N/A
   Landing Gear   - SKID                   Number Engines  -  1                       Stall Warning System - NO
   Max Gross Wt   -    2300                Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                Rated Power     -      200 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                              Airport Proximity
   Wx Briefing        - NO RECORD OF BRIEFING  Last Departure Point                  OFF AIRPORT/STRIP
     Method           - N/A                     TURLOCK,CA
     Completeness     - N/A                    Destination                         Airport Data
   Basic Weather      - VMC                     STOCKTON,CA
     Wind Dir/Speed-  330/025 KTS                                                   Runway Ident      - N/A
     Visibility     -    30.0   SM          ATC/Airspace                            Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE             Runway Surface    - DIRT
     Lowest Ceiling         - NONE           Type of Clearance   - NONE             Runway Status     - HIGH VEGETATION
     Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING                        SOFT
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      39          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                        Current        - YES     Total       -   11000      Last 24 Hrs - UNK/NR
        SE LAND                           Months Since   -  5      Make/Model-      350      Last 30 Days- UNK/NR
        HELICOPTER                        Aircraft Type  - 12E     Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                   Multi-Eng -      150      Rotorcraft  -    1200

        Instrument Rating(s)   - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENG EXPERIENCED A TTL LOSS OF PWR DURING CRUISE FLT AT 300-400 FT AGL. THE PLT PERFORMED AN AUTOROTATION INTO
A GRAPE VINEYARD WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE HELICOPTER. CAUSE OF THE LOSS OF PWR WAS NOT DETERMINED.

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File No. - 93 2/20/85 STOCKTON,CA A/C Reg. No. N4021A Time (Lcl) - 0900 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. -   61       2/22/85    YUBA CITY,CA               A/C Reg. No. N4846E              Time (Lcl) - 1520 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation           -PERSONAL                       Fire                  Crew      0         0         0         1
    Flight Conducted Under      -14 CFR 91                       NONE                 Pass      0         0         0         0
    Accident Occurred During    -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CHAMPION 7GC            Eng Make/Model - LYCOMING O-290          ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    1650                 Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                 Rated Power     -     135 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL                                   SUTTER COUNTY ARPT
      Wind Dir/Speed- 360/010 KTS                                                         Runway Ident      - 35
      Visibility     -    20.0   SM            ATC/Airspace                               Runway Lth/Wid    -  3040/   75
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE               Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      31          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                 Current         - YES        Total       -     832        Last 24 Hrs - UNK/NR
       SE LAND                                 Months Since    - 20         Make/Model-       6          Last 30 Days- UNK/NR
                                               Aircraft Type   - C-182      Instrument-       0          Last 90 Days-      32


       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF THE PLT WAS INFORMED BY ANOTHER PLT THAT HIS RIGHT MAIN LANDING GEAR WAS HANGING DOWN. THE
PLT PERFORMED A FLY-BY THEN PROCEEDED TO LAND THE ACFT IN A GRASS AREA BETWEEN THE RUNWAY AND TAXIWAY. THE ACFT
WAS SUBSTANTIALLY DAMAGED DURING THE LANDING.

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Brief of Accident (Continued)

File No. - 61   2/22/85   YUBA CITY,CA   A/C Reg. No. N4846E   Time (Lcl) - 1520 PST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
1. LANDING GEAR,MAIN GEAR - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                                   National Transportation Safety Board
                                         Washington, D.C. 20594

                                           Brief of Accident

     File No.     80       2/25/85     CONCORD,CA                A/C Reg. No. N64JK              Time (Lcl) - 1038 PST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                    Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                         Fire                    Crew      0        0        0         1
    Flight Conducted Under     -14 CFR 91                         NONE                   Pass      0        0        0         1
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 421                     Eng Make/Model - CONTINENTAL GTSIO-520-H   ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE           Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt    -    6900                        Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -       5                        Rated Power    -     375 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                 Airport Proximity
    Wx Briefing       - FSS                           Last Departure Point                     ON AIRPORT
      Method          - TELEPHONE                       INYOKERN,CA
      Completeness    - WEATHER NOT PERTINENT          Destination                            Airport Data
    Basic Weather     - VMC                                CONCORD,CA                            BUCHANAN
      Wind Dir/Speed- 010/005 KTS                                                               Runway Ident      - 01
      Visibility      -     10.0   SM               ATC/Airspace                                Runway Lth/Wid    -   4700/  150
      Lowest Sky/Clouds  -      CLEAR                 Type of Flight Plan - VFR                 Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE                  Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE                    Type Apch/Lndg      - STRAIGHT-IN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      34               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                     Flight Time (Hours)
        PRIVATE                               Current         - YES        Total      -     213         Last 24 Hrs -       3
        SE LAND,ME LAND                       Months Since    - 12         Make/Model-       41         Last 30 Days-      16
                                              Aircraft Type   - BE-76      Instrument-       15         Last 90 Days-      18
                                                                           Multi-Eng -       41

        Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SUSTAINED WING SPAR DAMAGE DURING A HARD LANDING. PLT STATED HE MISJUDGED HEIGHT OF THE ACFT OVER THE
RWY AND LET THE AIRSPEED BECOME TOO SLOW DURING THE LANDING.

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Brief of Accident (Continued)

File No. - 80   2/25/85   CONCORD,CA   A/C Reg. No. N64JK   Time (Lcl) - 1038 PST

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 136   2/25/85   SANTA BARBARA,CA   A/C Reg. No. N85550   Time (Lcl) - 1502 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ROBINSON R-22A
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - UNK/NR
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 250/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SANTA BARBARA,CA
Destination
LOS ANGELES,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 20
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 37
Make/Model - 28
Instrument - 0
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 37
Rotorcraft - 37

Instrument Rating(s) - NONE

----Narrative----

STUDENT PLT STATED THAT WHILE FLYING THE LAST LEG OF A SOLO CROSS COUNTRY FLIGHT HE WAS FLYING ALONG THE COAST AT 50 TO 75 FEET, HE DIVERTED HIS ATTENTION TO LOOK AT THE A MAN ON THE BEACH AND WHEN HE LOOKED BACK AT THE INSTRUMENTS HE NOTICED THE HELICOPTER WAS DESCENDING. BEFORE THE DESCENT RATE COULD BE ARRESTED THE HELICOPTER CRASHED INTO THE PACIFIC OCEAN. THE PILOT DOES NOT SUSPECT HE LOST POWER AT THE TIME HE ATTEMPTED TO APREST HIS DESCENT AND POST CRASH INSPECTION OF THE ENGINE REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 136 2/25/85 SANTA BARBARA,CA A/C Reg. No. N85550 Time (Lcl) - 1502 PST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation MANEUVERING

Finding(s)
1. TERRAIN CONDITION - WATER,ROUGH
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
5. DESCENT - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

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                    National Transportation Safety Board
                         Washington, D.C. 20594

                            Brief of Accident

   File No. -   79      2/28/85    FREMONT,CA                 A/C Reg. No. N43637           Time (Lcl) - 1036 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor    None
     Type of Operation           BUSINESS                      Fire                 Crew     0          0         0       1
     Flight Conducted Under     -14 CFR 91                      NONE                Pass     0          0         0       0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18-180         Eng Make/Model - LYCOMING O-316-A3A     ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    1750                 Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                  Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                       LOCAL
       Wind Dir/Speed- CALM                                                                Runway Ident      - N/A
       Visibility     -     40.0   SM           ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      71            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                        Current         - YES      Total         -   6835      Last 24 Hrs -      4
        SE LAND,ME LAND                       Months Since    -  2       Make/Model-         77      Last 30 Days-     55
        GLIDER                                Aircraft Type - 103        Instrument-        309      Last 90 Days-    128
                                                                         Multi-Eng -       2193

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED A BARBED WIRE FENCE AND ROUGH TERRAIN DURING AN EMERGENCY LANDING FOLLOWING A LOSS OF PWR
SHORTLY AFTER TAKEOFF. THE PLT STATED THAT TWO PWR INTERRUPTIONS OCCURRED DURING THE TAKEOFF BEFORE THE FINAL PWR
LOSS AND HE SUSPECTED FUEL CONTAMINATION AS THE PROBLEM.

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File No. -   79        2/28/85     FREMONT,CA                    A/C Reg. No. N4363Z              Time (Lcl) - 1036 PST
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Occurrence #1          LOSS OF POWER
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. FUEL SYSTEM - UNDETERMINED
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Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. OBJECT - FENCE
------------------------------------------------------------------------------------------------------------------------

Occurrence #4          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  3. TERRAIN CONDITION - ROUGH/UNEVEN
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1
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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 144       3/08/85    S LAKE TAHOE,CA          A/C Reg. No. N8278Y              Time (Lcl) - 1910 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                   Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                         Fire                   Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                         NONE                  Pass     0        0        0       2
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-44-180T               Eng Make/Model - LYCOMING TO-360-E1A6D    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    3925                        Engine Type    - TURBOPROP
    No. of Seats   -      4                         Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                  Airport Proximity
    Wx Briefing       - NWS                          Last Departure Point                       ON AIRPORT
      Method          - UNK/NR                         SAME AS ACC/INC
      Completeness    - UNK/NR                      Destination                              Airport Data
    Basic Weather     - VMC                            RENO,NV                                  S. LAKE TAHOE
      Wind Dir/Speed- CALM                                                                      Runway Ident      - 18
      Visibility    -    20.0   SM                 ATC/Airspace                                 Runway Lth/Wid    -  8544/  150
      Lowest Sky/Clouds  -      CLEAR                Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE                   Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE
      Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     44              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - NO          Total       -   2725          Last 24 Hrs -       3
        SE LAND,ME LAND                         Months Since   -  8          Make/Model-       16          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR       Instrument-      160          Last 90 Days-      32
                                                                             Multi-Eng -     1275

        Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOW BANK DURING LNDG. THE PLT SAID HE NOTICED FOG MOVING IN AND AFTER TOUCHING DOWN HE
STARTED BRAKING "RIGHT AWAY". A SKIDDING ACTION TOOK PLACE AND THE ACFT WENT TO THE LEFT INTO A SNOW BANK. NO
MECHANICAL OR PHYSICAL DISCREPANCIES OF A CAUSAL NATURE WERE REVEALED DURING THE INVESTIGATION.
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File No. - 144 3/08/85 S LAKE TAHOE,CA A/C Reg. No. N8278Y Time (Lcl) - 1910 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -   95      3/15/85    PASO ROBLES,CA          A/C Reg. No. N8870R          Time (Lcl) - 1700 PST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                  Crew    0        0        0        0
    Flight Conducted Under    -14 CFR 91                     NONE                 Pass    0        0        0        0
    Accident Occurred During  -TAXI                                               Other   0        0        0        1
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 14-19               Eng Make/Model - CONTINENTAL IO-470-F     ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS  Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3000                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power     -     260 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - VMC                          LOCAL                                   PASO ROBLES
      Wind Dir/Speed- 190/014 KTS                                                           Runway Ident     - UNK/NR
      Visibility     -    10.0   SM             ATC/Airspace                                Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                Runway Surface   - UNK/NR
      Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - UNK/NR
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      42          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
        PRIVATE                                 Current        - YES     Total       -     713        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   -  7      Make/Model-       713        Last 30 Days- UNK/NR
                                                Aircraft Type - 14-19    Instrument-        9         Last 90 Days-      3


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT PULLED THE PROP THROUGH BY HAND AFTER ATTEMPTS TO START THE ACFT FAILED. THE UNOCCUPIED ACFT STARTED AND
TRAVELED APRX 200 FT BEFORE CONTACTING THE LEFT WING OF ANOTHER ACFT. INSPECTION REVEALED THE "P" LEAD ON THE
LEFT MAGNETO WAS NOT GROUNDED. THE ACFT HAD NOT BEEN FLOWN FOR APRX 3 MONTHS.

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Brief of Accident (Continued)

File No. - 95 3/15/85 PASO ROBLES,CA A/C Reg. No. N8870R Time (Lcl) - 1700 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
1. IGNITION SYSTEM - IMPROPER
2. IGNITION SYSTEM - ENGAGED
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
5. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. -  137       3/15/85    TRUCKEE,CA                A/C Reg. No. N5823X            Time (Lcl) - 1430 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                DESTROYED                    Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                        Fire                  Crew      0         0         0         1
   Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0         0         0         0
   Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - ENGEL ENGEL AIR              Eng Make/Model - CONTINENTAL A-75-8       ELT Installed/Activated - NO -N/A
   Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
   Max Gross Wt   -     782                      Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       1                      Rated Power    -       75 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                 Itinerary                                   Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
     Method         - N/A                         SAME AS ACC/INC
     Completeness   - N/A                      Destination                               Airport Data
   Basic Weather    - VMC                         SAME AS ACC/INC                           TRUCKEE-TAHOE
     Wind Dir/Speed- CALM                                                                   Runway Ident     - 28
     Visibility     -    50.0   SM            ATC/Airspace                                  Runway Lth/Wid   -  6400/  100
     Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
     Lowest Ceiling         - NONE              Type of Clearance   - NONE                  Runway Status    - DRY
     Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                          Age -      38          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
       PRIVATE                                 Current        - YES      Total        -    276        Last 24 Hrs -      2
       SE LAND                                 Months Since   -  1       Make/Model-        4        Last 30 Days-      4
                                               Aircraft Type - C-150     Instrument-        2        Last 90 Days-      4


       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT BUILT THIS ACFT AND THIS WAS THE 4TH TEST FLIGHT. PLT WAS LINED UP ON RWY 28 FOR TAKEOFF. UPON ROLLING LIFT OFF
PLT LOST DIRECTIONAL CONTROL AND RAN INTO A TALL SNOW BANK.

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Brief of Accident (Continued)

File No. - 137 3/15/85 TRUCKEE,CA A/C Reg. No. N5823X Time (Lcl) - 1430 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. RUNNING TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

  File No. -   92      3/17/85    BYRON,CA              A/C Reg. No. N2369P            Time (Lcl) - 1000 PST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                      Injuries
                                                            SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -INSTRUCTIONAL                Fire                 Crew      0       0         0        2
    Flight Conducted Under   -14 CFR 91                     NONE                Pass      0       0         0        0
    Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112          Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1576                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -      112 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                           Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                       BYRON AIRPARK
      Wind Dir/Speed- 220/005 KTS                                                      Runway Ident    - 22
      Visibility     -   20.0    SM          ATC/Airspace                              Runway Lth/Wid  -  2220/   30
      Lowest Sky/Clouds  -      2500 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface  - ASPHALT
      Lowest Ceiling        - 20000 FT BROKEN     Type of Clearance   - NONE           Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      GO AROUND
      Condition of Light    - DAYLIGHT                                  TOUCH AND GO
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      26          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review             Flight Time (Hours)
        COMMERCIAL,CFI                      Current         - YES     Total       -     625       Last 24 Hrs -      3
        SE LAND                             Months Since   -  9       Make/Model-     200       Last 30 Days-     40
                                            Aircraft Type  - BE-24R   Instrument-      81       Last 90 Days-    110


        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE CFI & STUDENT PLT WERE PRACTICING TAKEOFFS & LANDINGS. DURING THE STUDENTS SECOND APCH, THE ACFT WAS TOO HIGH
& FAST. THE ACFT TOUCHED DOWN MIDFIELD, LEFT OF THE RWY, & IN THE GRASS. THE CFI APPLIED PWR TO TAKEOFF, HOWEVER, THE
ACFT STALLED AND THE LEFT WING TIP HIT THE GROUND & A FENCE POST. THE STUDENT PLT HAD A TOTAL OF 40 HRS DUAL & HAD
NOT SOLOED.

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Brief of Accident (Continued)

File No. - 92 3/17/85 BYRON,CA A/C Reg. No. N2369P Time (Lcl) - 1000 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDENT
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. STALL - UNCONTROLLED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  134        3/23/85    BANNING,CA                A/C Reg. No. N6653G            Time (Lcl) - 1340 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                  Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0        0        0        0
    Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 150                  Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                     Rated Power    -      100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                          SAME AS ACC/INC
      Completeness    - N/A                       Destination                            Airport Data
    Basic Weather     - VMC                          LOCAL                                  BANNING
      Wind Dir/Speed- 080/005 KTS                                                           Runway Ident     - N/A
      Visibility     -   40.0   SM               ATC/Airspace                               Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE               Runway Surface  - N/A
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status   - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT                                 TOUCH AND GO
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age - UNK/NR              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        STUDENT                                 Current        - N/A       Total        -     37        Last 24 Hrs -      2
                                                Months Since   - N/A       Make/Model-       10        Last 30 Days-      8
                                                Aircraft Type  - N/A       Instrument-        0        Last 90 Days-     10


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A POWER LINE 50 FT AGL WHILE MANEUVERING OVER A FREEWAY AT LOW ALT. A PALM SPRINGS ATC EMPLOYEE
WHO WAS DRIVING HIS CAR IN THE EASTBOUND LANE OF I-10 APRX 10 NM EAST OF THE BANNING ARPT, OBSERVED THE ACCIDENT
ACFT ON A WESTBOUND HEADING AT ABOUT 30 FT AGL. A FEW MOMENTS LATER THE SAME OBSERVER SAW THE SAME ACFT FLYING
EASTBOUND AS IT FLEW OVER HIS CAR AT AN ESTIMATED ALT OF 30 TO 50 FT AGL. THE ACFT WAS IN A LEVEL FLT ATTITUDE AND
APPARENTLY IN NO DIFFUCULTY. THE OBSERVER SAW THE ACFT COLLIDED WITH AN OVERHEAD WIRE AND PITCH DOWN. THE ACFT WAS
RECOVERED FROM THE FREEWAY CENTER SECTION WITH A HIGH TENSION WIRE IMBEDDED IN THE LEADING EDGE OF BOTH MAIN LNDG
GEAR STRUTS NEXT TO THE FUSELAGE. THE HEIGHT OF THE WIRES WAS MEASURED AS 50 FT AGL BY CHIPS (CA HWY PATROL OFFICERS).
THE STUDENT PLT HAD BEEN INSTRUCTED TO PRACTICE TAKEOFF & LNDGS. THIS WAS DONE FOR ABOUT 1+ HRS AS THE CFI WATCHED.
AFTER 2 HRS, THE ACFT LEFT THE ARPT AREA. 15 MINUTES LATER, THE CFI WAS INFORMED OF THE CRASH 8 MILES EAST OF THE ARPT.
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Brief of Accident (Continued)

File No. - 134 3/23/85 BANNING,CA A/C Reg. No. N6653G Time (Lcl) - 1340 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -   68      1/02/85    YODER,CO                 A/C Reg. No. N2112K          Time (Lcl) - 1707 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                                SUBSTANTIAL              Fatal    Serious    Minor      None
      Type of Operation         -PERSONAL                     Fire                 Crew    0         0          0          1
      Flight Conducted Under    -14 CFR 91                     NONE                Pass    0         0          0          2
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-28-181           Eng Make/Model - LYCOMING O-360-A4M      ELT Installed/Activated - YES-UNK/NR
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                       Stall Warning System - YES
      Max Gross Wt  -    2550                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                    Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                     Last Departure Point                        OFF AIRPORT/STRIP
        Method         - IN PERSON                 TULSA,OK
        Completeness   - FULL                    Destination                              Airport Data
      Basic Weather    - VMC                       ENGLEWOOD,CO
        Wind Dir/Speed- 350/009 KTS                                                          Runway Ident     - N/A
        Visibility     -    100.0   SM         ATC/Airspace                                  Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      UNK/NR         Type of Flight Plan - VFR                   Runway Surface   - GRAVEL
        Lowest Ceiling         -  7500 FT BROKEN Type of Clearance   - VFR                   Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DUSK
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     30           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current       - YES         Total      -     194       Last 24 Hrs  -      4
          SE LAND,ME LAND                        Months Since  -  7          Make/Model-        9       Last 30 Days-      10
                                                 Aircraft Type - C-172       Instrument-       24       Last 90 Days-      10
                                                                             Multi-Eng -       26

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ENGINE QUIT DURING CRUISE FLIGHT. PILOT MADE FORCED LANDING ON DIRT ROAD DURING WHICH THE ACFT VEERED OFF THE ROAD AND
COLLIDED WITH A FENCE POST. FIRE DEPARTMENT OFFICIALS REPORTED NO EVIDENCE OF FUEL EITHER IN THE FUEL TANKS OR
AROUND THE ACFT.

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Brief of Accident (Continued)

File No. - 68 1/02/85 YODER,CO A/C Reg. No. N2112K Time (Lcl) - 1707 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. LIGHT CONDITION - DUSK
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.7

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

    File No. - 118      1/13/85    LITTLETON,CO           A/C Reg. No. N81DS            Time (Lcl) - 0915 MST
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0        2
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - RAVEN S55A                Eng Make/Model - N/A              ELT Installed/Activated - NO -N/A
     Landing Gear   - N/A                       Number Engines - N/A                 Stall Warning System - NO
     Max Gross Wt   -     600                   Engine Type    - N/A
     No. of Seats   - UNK/NR                    Rated Power    - N/A
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                   OFF AIRPORT/STRIP
       Method         - TELEPHONE                  CHATFIELD RESER,CO
       Completeness   - FULL                     Destination                          Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- 180/030 KTS                                                      Runway Ident    - N/A
       Visibility     -    50.0   SM           ATC/Airspace                             Runway Lth/Wid  - N/A
       Lowest Sky/Clouds -      CLEAR            Type of Flight Plan - NONE             Runway Surface  - DIRT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE             Runway Status   - SNOW - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     35            Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)              Biennial Flight Review            Flight Time (Hours)
         COMMERCIAL                             Current        - YES     Total      -    144      Last 24 Hrs - UNK/NR
         NONE                                   Months Since   - 13      Make/Model-    144      Last 30 Days-      1
         FREE BALLOON                           Aircraft Type  - S55     Instrument-      0      Last 90 Days-      2
                                                                                                 Rotorcraft  -    144

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE BALLOON ENVELOPE COLLIDED WITH POWER LINES AFTER DRAGGING THE BASKET & OCCUPANTS APRX 200 YARDS ALONG AN OPEN FLD
AND THROUGH A FENCE WHICH DAMAGED THE BASKET CONTAINING THE OCCUPANTS. THE BALLOON PLT SAID THAT THE WIND WAS ONLY
5 KTS AT TAKEOFF BUT AFTER 30 MINUTES OF FLT A WIND DESCRIBED BY THE PLT AS "SHEER (SIC) FROM APRX 150 FT TO SURFACE,
30-35 MPH-FLAPGS ON FLAG POLES STANDING STRAIGHT OUT-LOOKED FOR LNDG AREA-VENTED THE BALLOON & PREPARED FOR LNDG."
FURTHER ATATEMENT BY THE PLT CONTAINED INFO THAT THE VENT OPENING CREATED A SAIL EFFECT TO INCREASE THE RESULTANT DRAG.
PLT ALSO SAID, "TRIED PULLING TOP OUT OF BALLOON BUT ONLY 1/3 OF TOP RELEASED CAUSING A DRAGGING EFFECT." THE BALLOON
ENVELOPE FINALLY CONTACTED & DRAPED OVER THE POWER LINES & WAS DAMAGED DURING THE CONTACT & LATER DURING REMOVAL.
INTERVIEWS WITH SEVERAL COMMERCIAL BALLOON PLTS & A REPRESENTATIVE OF RAVEN INDUSTRIES, SIOUX FALLS, SD, REVEALED THAT
MOST BALLOON PLTS CAN EXPECT A SAFE LNDG IN WINDS OF 10 MPH OR LESS & A RISK IN HIGHER WINDS.
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Brief of Accident (Continued)

File No. - 118   1/13/85   LITTLETON,CO   A/C Reg. No. N81DS   Time (Lcl) - 0915 MST

Occurrence #1   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INACCURATE - ATC PERSONNEL(FSS)
4. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
5. JUDGEMENT - INACCURATE - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
6. OBJECT - FENCE
7. OBJECT - WIRE,TRANSMISSION
8. BALLOON EQUIPMENT,ENVELOPE - IMPROPER
9. BALLOON EQUIPMENT,ENVELOPE - FAILURE,PARTIAL
10. BALLOON EQUIPMENT,BASKET - PENETRATED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,8,9

Factor(s) relating to this accident is/are finding(s) 1,6,7,10

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                         National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. -   67      2/08/85    ENGLEWOOD,CO              A/C Reg. No. N94703           Time (Lcl) - 1558 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                            Injuries
                                                               SUBSTANTIAL                     Fatal    Serious    Minor      None
    Type of Operation         -INSTRUCTIONAL                 Fire                    Crew        0         0         0          1
    Flight Conducted Under    -14 CFR 91                       NONE                  Pass        0         0         0          0
    Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235-N2C        ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1700                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                      Rated Power    -      110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method        - N/A                           SAME AS ACC/INC
      Completeness  - N/A                        Destination                               Airport Data
    Basic Weather   - VMC                           LOCAL                                      CENTENNIAL
      Wind Dir/Speed- 280/006 KTS                                                            Runway Ident    - 34R
      Visibility    -    50.0   SM              ATC/Airspace                                 Runway Lth/Wid  -  8500/  101
      Lowest Sky/Clouds -     10000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface  - ASPHALT
      Lowest Ceiling        - 15000 FT BROKEN     Type of Clearance   - NONE                 Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      TOUCH AND GO
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
        STUDENT                                  Current       - N/A       Total      -      23         Last 24 Hrs - UNK/NR
                                                 Months Since  - N/A       Make/Model-       23         Last 30 Days- UNK/NR
                                                 Aircraft Type - N/A       Instrument-        0         Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHEN PWR WAS ADDED TO TAKEOFF DURING A TOUCH AND GO LANDING.
THE PLT STATED THE ACFT BEGAN TO VEER RIGHT WHEN PWR WAS ADDED AND HE APPLIED "TOO MUCH RIGHT RUDDER" TO CORRECT.
THE ACFT VEERED LEFT AND CONTACTED A DITCH WHEN RIGHT RUDDER PRESSURE WAS RELEASED. THIS WAS THE SECOND SOLO
FLT FOR THE STUDENT PLT.

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File No. - 67 2/08/85 ENGLEWOOD,CO A/C Reg. No. N94703 Time (Lcl) - 1558 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. -   63       2/18/85    STEAMBOAT SPRNG,CO        A/C Reg. No. N4035G          Time (Lcl) - 1630 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                  Fatal    Serious   Minor     None
     Type of Operation          -TEST FLIGHT                   Fire                 Crew      0         0        0         1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0        0         0
     Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HILLER FH-1100             Eng Make/Model - ALLISON C-20B          ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - SKID                       Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt   -    2500                    Engine Type    - TURBOSHAFT
     No. of Seats   -      5                     Rated Power    -     274 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
       Method         - N/A                        STEAMBOAT SPRIN,CO
       Completeness   - N/A                     Destination                                Airport Data
     Basic Weather    - VMC                        LOCAL                                      PRIVATE HELIPORT
       Wind Dir/Speed- CALM                                                                   Runway Ident     - UNK/NR
       Visibility     -    15.0   SM           ATC/Airspace                                   Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                   Runway Surface   - GRAVEL
       Lowest Ceiling         - NONE             Type of Clearance   - NONE                   Runway Status    - WET
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE                                     SNOW - WET
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     38            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total      -    639       Last 24 Hrs -        1
        NONE                                    Months Since  -  1        Make/Model-     15        Last 30 Days- UNK/NR
        HELICOPTER                              Aircraft Type - F-28F     Instrument-      0        Last 90 Days-        5
                                                                                                    Rotorcraft  -      639

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PURPOSE OF THE FLT WAS TO TEST THE HELICOPTER AFTER AN ANNUAL INSPECTION. THE PLT FLEW THE ACFT FOR APRX 1 HOUR
FROM THE LEFT SEAT WITH THE ACFT OWNER IN THE RIGHT SEAT BEFORE THE OWNER DEPLANED THE ACFT AND THE PLT MOVED INTO
THE RIGHT SEAT. PLT STATED THAT ON TAKEOFF THE HELICOPTER BEGAN MOVING TO THE RIGHT BECAUSE OF THE RIGHT CG. (PLT
WEIGHT WAS 251 LBS.) HE WAS UNABLE TO MOVE THE CYCLIC FAR ENOUGH TO THE LEFT TO COUNTERACT THE MOVEMENT BECAUSE
HIS LEG WAS RESTRICTING THE TRAVEL. THE RIGHT SKID CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

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File No. - 63 2/18/85 STEAMBOAT SPRNG,CO A/C Reg. No. N4035G Time (Lcl) - 1630 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

    File No. -   62      2/19/85    RIFLE,CO                A/C Reg. No. N1169Q             Time (Lcl) - 1745 MST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                     Fire                  Crew    0        0        0        1
    Flight Conducted Under      -14 CFR 91                     NONE                  Pass    0        0        0        0
    Accident Occurred During    -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A185F               Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3350                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                    Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL                                  GARFIELD  COUNTY
      Wind Dir/Speed- 280/005 KTS                                                        Runway Ident      - 08
      Visibility     -    60.0   SM            ATC/Airspace                              Runway Lth/Wid    -  6000/  100
      Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                    STOP AND GO
      Condition of Light      - DUSK
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      37           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current         - YES      Total        -   412        Last 24 Hrs -       2
        SE LAND                               Months Since    - 21       Make/Model-       23        Last 30 Days-       8
        HELICOPTER                            Aircraft Type   - 47       Instrument-        4        Last 90 Days-      40
                                                                                                    Rotorcraft  -     140

        Instrument Rating(s)   - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD BEEN PRACTICING TAKEOFFS AND LANDINGS WITH WHAT HE DESCRIBED AS A SLIGHT 90 DEG X-WIND. DURING THE FINAL
LANDING, THE PLT REPORTED, THE RIGHT WING ROSE AND THE LEFT WING DROPPED CONTACTING THE GROUND. HE WAS ABLE TO LEVEL
THE ACFT AND INITIATE AN ABORTED LANDING, HOWEVER, THE ACFT CONTACTED A SNOW BANK ALONG THE LEFT SIDE OF THE RWY
AND THE ACFT NOSED OVER.

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Brief of Accident (Continued)

File No. - 62 2/19/85 RIFLE,CO A/C Reg. No. N11690 Time (Lcl) - 1745 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  165      4/02/85   FORT COLLINS,CO          A/C Reg. No. N332X            Time (Lcl) - 1430 MST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass      0        0        0        0
    Accident Occurred During   -APPROACH
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MAULE M-5-210C            Eng Make/Model - CONTINENTAL IO-360D      ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                   Rated Power    -     210 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRSTRIP
      Method         - N/A                       ERIE,CO
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - VMC                       LOCAL                                    RAWHIDE
      Wind Dir/Speed- 270/025 KTS                                                         Runway Ident     - 25
      Visibility     -    30.0   SM           ATC/Airspace                                Runway Lth/Wid   -  2000/  100
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface   - GRAVEL
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      29             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                            Current       - YES        Total       -     541         Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since  - 10         Make/Model-     135         Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      99         Last 90 Days-      10
                                                                         Multi-Eng -      46

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT OF A MAULE LOST DIRECTIONAL CONTROL DURING AN ATTEMPTED LANDING AT A DIRT STRIP NEAR FT COLLINGS, CO. THE WIND
WAS FROM THE WEST AT A FULL LANDING STALL ATTITUDE WHEN A GUST OF WIND PICKED THE RT WG UP CAUSING THE LEFT WING TO
CONTACT THE GROUND. DURING THE ATTEMPTED GO AROUND, THE ACFT VEERED OFF THE RUNWAY AND GROUND LOOPED CAUSING THE LANDING
GEAR TO COLLAPSE.

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      File No. -  165       4/02/85    FORT COLLINS,CO            A/C Reg. No. N332X               Time (Lcl) - 1430 MST
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Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
   1. WEATHER CONDITION - HIGH WIND
   2.    COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
   3. WEATHER CONDITION - GUSTS
   4.    AIRSPEED(VSO) - IMPROPER USE OF - PILOT IN COMMAND
   5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3          MAIN GEAR COLLAPSED
Phase of Operation     APPROACH - GO-AROUND (VFR)
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3
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                                National Transportation Safety Board
                                     Washington, D.C. 20594

                                        Brief of Accident

     File No. -  199       5/05/85    FORT COLLINS,CO           A/C Reg. No. N4199G            Time (Lcl) - 0815 MDT
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               NONE                       Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                      Fire                 Crew      0         0          0          2
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      0         1          0          7
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - RAVEN INDUSTRIES S77A          Eng Make/Model - N/A                 ELT Installed/Activated - NO -N/A
    Landing Gear   - N/A                            Number Engines - N/A                    Stall Warning System - UNK/NR
    Max Gross Wt   - UNK/NR                         Engine Type    - N/A
    No. of Seats   - UNK/NR                         Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                               Airport Proximity
    Wx Briefing     - NWS                          Last Departure Point                    OFF AIRPORT/STRIP
      Method        - UNK/NR                         FORT COLLINS,CO
      Completeness  - UNK/NR                        Destination                          Airport Data
    Basic Weather   - VMC                            LOCAL
      Wind Dir/Speed- 180/010 KTS                                                          Runway Ident     - N/A
      Visibility    -   30.0   SM                ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         - BROKEN             Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
      Precipitation          - NONE
      Condition of Light     - DAWN
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     23             Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                              Current         - UNK/NR     Total      - UNK/NR          Last 24 Hrs - UNK/NR
        NONE                                    Months Since    - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
        FREE BALLOON                            Aircraft Type  - UNK/NR      Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE BALLOON BASKET CONTAINING 8 PASS'G & 2 CREWMEMBERS BRUSHED ALONGSIDE A FENCE DURING LNDG. ONE PASS'G WHO HAD
BEEN JOSTLED BY THE LANDING BECAME A VICTIM OF LACERATIONS & A BROKEN ARM FROM CONTACT WITH BARBED WIRE FENCE.
THE PLT STATED THAT THE WIND WAS GUSTING AND SHIFTED DIRECTIONS JUST BEFORE TOUCHDOWN WHICH DRIFTED THE BALLOON
TOWARD THE FENCE. THE WIND WAS 180 DEGREES AT 10 KTS, GUSTING TO 15 KTS. THE PLT STATED THAT HE TRIED TO CLIMB OVER
THE FENCE, BUT THE BALLOONS RESPONSE WAS TOO SLOW. THIS LED TO THE VICTIMS INJUUIES BY BEING CAUGHT BETWEEN FENCE
AND BASKET. THE EVLUATION OF THE WX BEFORE TAKE OFF SHOWED  THE WX STABLE ENOUGH FOR INFLATION & TAKEOFF. NO MENTION
WAS MADE OF POTENTIAL FOR LNDG. IMMEDIATELY AFTER TAKEOFF THE BALLOON WAS DRIFTING NORTH AT 15 MPH. THIS SPEED DID
NOT DECREASE AS THE ACFT DESCENDED FOR LNDG AFTER ABOUT 45 MINUTES OF FREE FLT. THE PLT HAD ABOUT 25 FLT HRS IN
THIS MAKE & MODEL OF BALLOON OF WHICH 2 WAS DUAL (INSTRUCTIONAL).
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Brief of Accident (Continued)

File No. - 199 5/05/85 FORT COLLINS,CO A/C Reg. No. N4199G Time (Lcl) - 0815 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
1. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
2. OBJECT - FENCE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. JUDGEMENT - INACCURATE - PILOT IN COMMAND
5. ABORTED LANDING - EXCEEDED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING - ROLL

Finding(s)
9. MISC EQPT/FURNISHINGS,SEAT BELT - LACK OF
10. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - LACK OF
11. BALLOON EQUIPMENT,BASKET - INADEQUATE
12. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
13. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
14. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7,8,9,10,11,14

Factor(s) relating to this accident is/are finding(s) 2,12

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -  129       1/01/85    ODESSA,FL                A/C Reg. No. N2104X            Time (Lcl) - 1330 EST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor     None
     Type of Operation         -BUSINESS                       Fire                  Crew      0        1        0         0
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0        1        2         0
     Accident Occurred During  -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - FUJI HEAVY INDUSTRIES LM-1 "NIKEng Make/Model - CONTINENTAL O-470-13A    ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    3250                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power    -     225 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- 110/010 KTS                                                          Runway Ident     - N/A
       Visibility     -    20.0    SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      3500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - CONCRETE
       Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      37             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
         ATP,FLT ENG                               Current         - YES      Total       -   8218        Last 24 Hrs -      1
         SE LAND,ME LAND                           Months Since   -  4        Make/Model-      70         Last 30 Days- UNK/NR
                                                   Aircraft Type - 737        Instrument-    822          Last 90 Days-    150
                                                                              Multi-Eng -   7286

         Instrument Rating(s)  - AIRPLANE
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----Narrative----
THE ACFT COLLIDED WITH THE GROUND IN AN ACFT PARKING AREA ON THE ARPT AFTER A LOW ALT LOOP WHICH WAS NOT COMPLETED
PRIOR TO GROUND CONTACT. THE PLT HAD MADE ONE LOW PASS DOWN THE RWY IN FORMATION WITH ANOTHER FUJI ACFT, A 2ND PASS
ENDED IN AN AILERON ROLL, AND DURING THE 3RD PASS, EST BY WITNESSES AS 10-20 FT AGL, THE PLT PULLED UP INTO A LOOP.
DURING THE DESCENDING BACKSIDE OF THE LOOP INSUFFICIENT ALT REMAINED TO COMPLETE THE MANEUVER. THE ACFT SLID ON ITS
BELLY INTO SEVERAL PARKED ACFT BEFORE STOPPING. THE PLT WAS GIVING A DEMO RIDE TO POTENTIAL MEMBERS OF VALIANT AIR
COMMAND AT THE TIME OF THE ACCIDENT. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT. THE TOXICOLOGY REPORTS
REVELAED NO ABNORMAL LEVELS OF ANY SUBSTANCE THAT COULD BE CONSIDERED A FACTOR IN THIS ACCIDENT.

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Brief of Accident (Continued)

File No. - 129   1/01/85   ODESSA,FL   A/C Reg. No. N2104X   Time (Lcl) - 1330 EST

Occurrence #1   ABRUPT MANEUVER
Phase of Operation   MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. MANEUVER - INTENTIONAL - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. -   42       1/05/85    POMPANO BEACH,FL          A/C Reg. No. N4270A            Time (Lcl) - 0830 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                                MINOR                        Fatal    Serious    Minor     None
     Type of Operation         -BUSINESS                       Fire                 Crew      0         0          0         1
     Flight Conducted Under    -14 CFR 91                       NONE                Pass      0         1          0         3
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - RAVEN S-60A                   Eng Make/Model - N/A                  ELT Installed/Activated - NO -N/A
     Landing Gear   - N/A                           Number Engines - N/A                     Stall Warning System - NO
     Max Gross Wt   -    1800                       Engine Type    - N/A
     No. of Seats   - UNK/NR                        Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                    OFF AIRPORT/STRIP
       Method         - TELEPHONE                     DEERFIELD BEACH,FL
       Completeness   - FULL                       Destination                           Airport Data
     Basic Weather    - VMC                           POMPANO BEACH,FL
       Wind Dir/Speed- 310/008 KTS                                                          Runway Ident     - N/A
       Visibility     -    10.0   SM              ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling          - NONE               Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     38          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                                Current        - YES       Total      -     133        Last 24 Hrs -      1
          SE LAND                                 Months Since   - 11        Make/Model-      18         Last 30 Days- UNK/NR
          FREE BALLOON                            Aircraft Type  - UNK/NR    Instrument-       0         Last 90 Days-     21

        Instrument Rating(s)  - NONE
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----Narrative----
THE BALLOON ENVELOPE STRUCK A PALM TREE AND A BUILDING WHILE LANDING. THE BASKET TURNED OVER WHEN IT CONTACTED
THE GROUND. A PASSENGER WAS INJURED WHEN ANOTHER PASSENGER FELL ON HER AS THE BASKET TURNED OVER.

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Brief of Accident (Continued)

File No. - 42 1/05/85 POMPANO BEACH,FL A/C Reg. No. N4270A Time (Lcl) - 0830 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. OBJECT - BUILDING(NONRESIDENTIAL)

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -   43      1/06/85   MIRAMAR,FL               A/C Reg. No. N3362M          Time (Lcl) - 1414 EST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                        Injuries
                                                            SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -BANNER TOW                   Fire                 Crew      0        0        1        0
    Flight Conducted Under   -14 CFR 91                     NONE                Pass      0        0        0        0
    Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-12               Eng Make/Model - LYCOMING 0320           ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt  -   1220                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                    Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                             Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                  UNK/NR
      Method        - N/A                        SAME AS ACC/INC
      Completeness  - N/A                     Destination                         Airport Data
    Basic Weather   - VMC                        SAME AS ACC/INC
      Wind Dir/Speed- 290/013 KTS                                                    Runway Ident     - N/A
      Visibility    -    10.0   SM            ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    15000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - N/A
      Lowest Ceiling        - NONE              Type of Clearance   - NONE          Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     43            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                             Current        - YES     Total       -    923       Last 24 Hrs -      8
       SE LAND,ME LAND                        Months Since   - 16      Make/Model-      38       Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR  Instrument-      48       Last 90 Days-    115
                                                                       Multi-Eng -       7

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
AN INTERRUPTION OF PWR WAS EXPERIENCED AS AN ABRUPT STEEP DIVE MANEUVER WAS ENTERED TO RELEASE THE BANNER TOWED
BY THE ACFT. THE PLT THEN ATTEMPTED A 180 DEG TURN AT AN ALT OF APRX 200 FT AGL TO AVOID PWR LINES. THE ACFT ENTERED
A HIGH DESCENT RATE AND CONTACTED THE GROUND NEARLY WINGS LEVEL. INVESTIGATION REVEALED THE RIGHT FUEL TANK CONTAINED
APRX 7 GALS OF FUEL AND THE LEFT TANK CONTAINED APRX 1 GAL. THE FUEL PICK-UP LINES ARE LOCATED IN THE AFT PORTION
OF THE FUEL TANKS. FUEL STARVATION RESULTED AS THE FUEL WAS IN TE FORWARD PORTION OF THE TANKS DURING THE DIVE
MANEUVER AND FUEL IN THE LINES WAS EXHAUSTED.

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Brief of Accident (Continued)

File No. - 43 1/06/85 MIRAMAR,FL A/C Reg. No. N3362M Time (Lcl) - 1414 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                           National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No  -   86        1/06/85    WESLEY CHAPEL,FL          A/C Reg. No. N94560            Time (Lcl) - 1215 EST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                  Fire                   Crew     0         0          0         1
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass     0         0          0         0
    Accident Occurred During   -LANDING                                               Other    0         0          0         1
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                Eng Make/Model - LYCOMING O-235-N2C       ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                    Rated Power    -     108 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                   ON AIRPORT
      Method        - N/A                         WESLEY CHAPEL,FL
      Completeness  - N/A                      Destination                           Airport Data
    Basic Weather   - VMC                         SAME AS ACC/INC                      TOPP OF TAMPA
      Wind Dir/Speed- 330/007 KTS                                                      Runway Ident     - 32
      Visibility    -    15.0   SM             ATC/Airspace                            Runway Lth/Wid   -  3700 -UNK/NR
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                     TOUCH AND GO
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     29            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
       STUDENT                               Current       - N/A     Total       -    15         Last 24 Hrs - UNK/NR
                                             Months Since  - N/A     Make/Model-      15         Last 30 Days- UNK/NR
                                             Aircraft Type - N/A     Instrument-       0         Last 90 Days-      15


       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT FLYING N94560 WAS MAKING HER 1ST SOLO TOUCH AND GO LANDING WHEN CONTROL OF THE ACFT WAS LOST.
UPON TOUCHDOWN, N94560 VEERED LEFT, DEPARTED THE RWY AND COLLIDED WITH N3854D WHICH WAS BEING TAXIED ON THE GRASS
APRX 20 FT FROM THE RWY.

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Brief of Accident (Continued)

File No. - 86   1/06/85   WESLEY CHAPEL,FL   A/C Reg. No. N94560   Time (Lcl) - 1215 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
4. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. -   86       1/06/85    WESLEY CHAPEL,FL         A/C Reg. No. N3854D            Time (Lcl) - 1215 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                           Injuries
                                                             SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -SKY DIVING                  Fire                  Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                    NONE                 Pass      0         0         0         0
    Accident Occurred During   -TAXI                                              Other     0         0         0         1
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 182A              Eng Make/Model - CONTINENTAL O-470-L       ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    2650                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                  Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                   ON AIRPORT
      Method         - N/A                            WESLEY CHAPEL,FL
      Completeness   - N/A                         Destination                          Airport Data
    Basic Weather    - VMC                            SAME AS ACC/INC                      TOPP OF TAMPA
      Wind Dir/Speed- 330/007 KTS                                                          Runway Ident     - UNK/NR
      Visibility     -    15.0   SM               ATC/Airspace                             Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      39              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                              Current        - YES     Total      -    5700        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                         Months Since   - 16      Make/Model-     3000        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR  Instrument-       44        Last 90 Days- UNK/NR
                                                                         Multi-Eng  -    1056

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT FLYING N94560 WAS MAKING HER 1ST SOLO TOUCH AND GO LANDING WHEN CONTROL OF THE ACFT WAS LOST.
UPON TOUCHDOWN, N94560 VEERED LEFT, DEPARTED THE RWY AND COLLIDED WITH N3854D WHICH WAS BEING TAXIED ON THE GRASS
APRX 20 FT FROM THE RWY.
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File No. - 86 1/06/85 WESLEY CHAPEL,FL A/C Reg. No. N3854D Time (Lcl) - 1215 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
3. REMEDIAL ACTION - NOT PERFORMED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -  130      1/11/85    BOCA RATON,FL            A/C Reg. No. N3872D           Time (Lcl) - 1837 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                              DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation        -BUSINESS                      Fire                  Crew    1        0        0        0
     Flight Conducted Under   -14 CFR 91                      ON GROUND            Pass    0        0        0        0
     Accident Occurred During -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH A36TC               Eng Make/Model - CONTINENTAL TSIO-520    ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt  -    3650                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -       6                   Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                            BOCA RATON,FL
       Completeness   - N/A                        Destination                           Airport Data
     Basic Weather    - VMC                            OPA-LOCKA,FL                          UNKNOWN
       Wind Dir/Speed- 180/003 KTS                                                           Runway Ident     - N/A
       Visibility    -    8.0   SM                 ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     6000 FT SCATTERED    Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling          -                     Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      59          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        ATP,CFI                               Current       - YES      Total      -  11200        Last 24 Hrs -      1
        SE LAND,ME LAND                       Months Since  - 21       Make/Model-       2        Last 30 Days-     50
                                              Aircraft Type - DC-3     Instrument-   1900         Last 90 Days-    100


        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED IN A STEEP UNCONTROLLED DESCENT SHORTLY AFTER THE ENG LOST POWER DURING THE INITIAL TAKEOFF CLIMB.
WITNESSES STATED THAT THE ACFT WAS SEEN DEPARTING ON RWY 4 AFTER WHICH IT CLIMBED TO 200 FT AGL (APRX)  THE ENG WAS
HEARD SPUTTERING BUT STILL RUNNING. THE ACFT ENTERED A 90 DEGREE BANK TO THE LEFT & STARTED TO DESCEND. NO FURTHER
ENG SOUNDS WERE HEARD DURING THE BANKING MANEUVER. THE ACFT DESCENDED BEHIND TREES AND A LOUD CRASH WAS FOLLOWED BY
BILLOWING SMOKE. THE PLT WAS PRONOUNCED, BY FLORIDA DIST 15 MEDICAL EXAMINER, TO HAVE DIED OF A IMPACT FORCES.
NO MECHANICAL REASONS FOR THE ENG SPUTTERING COULD BE FOUND ROTATION AT IMPACT. THE COCKPIT INSTRUMENTATION AND ENG
CONTROLS WERE DESTROYED BY FIRE TO PRECLUDE THEIR USE IN DETERMINATION OF CAUSE.

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                                        Brief of Accident (Continued)

      File No. -  130       1/11/85    BOCA RATON,FL             A/C Reg. No. N3872D            Time (Lcl) - 1837 EST
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Occurrence #1          LOSS OF POWER
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. UNDETERMINED
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  3.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
  5.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
  6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  7. STALL - PERFORMED - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,4,6,7

Factor(s) relating to this accident is/are finding(s) 3,5
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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. - 163       1/12/85    ST.PETERSBURG,FL          A/C Reg. No. N70673           Time (Lcl) - 1500 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                 Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass     0        0        0        0
    Accident Occurred During  -TAXI
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER J3C-65              Eng Make/Model - LYCOMING O-320           ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt    -   1220                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      1                    Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         LOCAL                                   ALBERT WITTED
      Wind Dir/Speed- 350/007 KTS                                                          Runway Ident     - 36
      Visibility     -    10.0   SM            ATC/Airspace                                Runway Lth/Wid   -  2800/  150
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         -   5000 FT BROKEN  Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      34          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                             Current        - YES     Total       -   2655        Last 24 Hrs -       1
        SE LAND                                Months Since   -  0      Make/Model-      325        Last 30 Days-       3
                                               Aircraft Type - UNK/NR   Instrument-        4        Last 90 Days-       6


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A PARKED ACFT WHILE TAXIING IN FROM LANDING. THE PLT COMPLAINED AFTER THE ACCIDENT THAT THE
PARKED ACFT WERE TOO CLOSE TO THE TAXIWAY. THE TAILWHEEL EQUIPPED ACFT HAD BEEN ENGAGED IN BANNER TOWING OPERATIONS
PRIOR TO THE TAXI ACCIDENT.

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Brief of Accident (Continued)

File No. - 163 1/12/85 ST.PETERSBURG,FL A/C Reg. No. N70673 Time (Lcl) - 1500 EST

Occurrance ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. OBJECT - AIRCRAFT PARKED
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. AIRPORT FACILITIES,TAXIWAY CONDITION - CONGESTED
4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
5. IMPROPER USE OF FACILITY,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - PRODUCTION/DESIGN PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 146 1/17/85 KEY WEST,FL A/C Reg. No. N70CZ Time (Lcl) - 0205 EST

----Basic Information----

Type Operating Certificate-COMMUTER
Type of Operation -UNAUTHORIZED
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
KEY WEST,FL
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Mult -Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED INTO THE OCEAN SHORTLY AFTER TAKEOFF ON AN UNAUTORIZED FLT. THE PLT WAS A STUDENT PLT WHO WORKED AS A REFUELER OF ACFT. THE STUDENT PLT TOOK THE UNATTENDED PARKED ACFT WITHOUT PERMISSION AND WENT FOR A SOLO FLT AT SOMETIME AROUND 0200 HRS. THE FLT ENDED ALMOST AS SOON AS IT BEGAN AS THE ACFT CRASHED INTO THE OCEAN 300 YARDS OFFSHORE FROM KEY WEST, FL. THE ACFT SANK IN 10 FT OF WATER.

Brief of Accident (Continued)

File No. - 146 1/17/85 KEY WEST,FL A/C Reg. No. N70CZ Time (Lcl) - 0205 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,EMOTIONAL REACTION - PILOT IN COMMAND
9. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
11. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -  127       1/21/85    ORLANDO,FL              A/C Reg. No. N6829L          Time (Lcl) - 1530 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               NONE                     Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire              Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE             Pass      0         0         0         0
    Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 340A               Eng Make/Model - CONTINENTAL TSIO-520NB    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    5990                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      6                    Rated Power    -     310 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                      ORLANDO,FL
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - VMC                      FT. PIERCE,FL
      Wind Dir/Speed- 310/013 KTS                                                       Runway Ident     - N/A
      Visibility    -    15.0   SM             ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling        - NONE               Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     41          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        ATP                                  Current       - YES      Total      - 14101       Last 24 Hrs -       0
        SE LAND,ME LAND                      Months Since  -  4       Make/Model-    325       Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR   Instrument-    800       Last 90 Days- UNK/NR
                                                                      Multi-Eng -   7571

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH POWER LINES WHILE OPERATING AT LOW ALT OVER AN UNPOPULATED AREA. THE PLT INDICATED THAT HE
DESCENDED TO A "LOW ALT" & PULLED UP TO AVIOD SOME TREES. AFTER THE PULL-UP, HE SAID THAT HE NOTICED SOME DAMAGE &
CONTINUED HIS FLT TO FT. PIERCE, WHERE A LANDING WAS ACCOMPLISHED WITHOUT FURTHER INCIDENT. THIS ACCIDENT WAS FIRST
REPORTED BY THE PLT AS AN ACCIDENT RESULTING FROM THE ACFT COLLIDING WITH DEBRIS ON THE RWY AT ORLANDO DURING TAKEOFF.

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File No. - 127 1/21/85 ORLANDO,FL A/C Reg. No. N6829L Time (Lcl) - 1530 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  174       1/26/85    BELLE GLADE,FL            A/C Reg. No. N5614Z            Time (lcl) - 0915 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                   Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire                   Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0         0         0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-22-150            Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    2300                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power     -       150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       PARKLAND,FL
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                       BELLE GLADE,FL
       Wind Dir/Speed- 340/016 KTS                                                       Runway Ident     - N/A
       Visibility     -     12.0   SM          ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling          - NONE             Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      34           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current         - YES      Total       -     152      Last 24 Hrs -       5
         SE LAND                               Months Since   - 10        Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-        4      Last 90 Days-      17


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DAMAGED LANDING IN A CANE FIELD AFTER THE ENG LOST POWER IN CRUISE. THE PLT STATED IN HIS REPORT
THAT THE ENG BEHAVIOR SUGGESTED CARB ICE BUT "APPARENTLY IT WAS TOO LATE." THE OWNER CHECKED THE THROTTLE CABLE AFTER
THE ACCIDENT AND REPORTED THAT IT WAS INTACT & OPERABLE. NO OTHER EXAM WAS MADE/REPORTED DURING THIS LIMITED
INVESTIGATION.

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File No. - 174   1/26/85   BELLE GLADE,FL   A/C Reg. No. N5614Z   Time (Lcl) - 0915 EST

Occurrence #1   LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -   85        1/28/85    MIAMI,FL                    A/C Reg. No. N17271             Time (Lcl) - 1600 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                Fatal   Serious    Minor     None
    Type of Operation          -POSITIONING                    Fire                  Crew     0        0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                Pass     0        0         0         2
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 47-G                   Eng Make/Model - FRANKLIN 6V335          ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                        Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    2350                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       3                     Rated Power    -      200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC
      Wind Dir/Speed- 250/022 KTS                                                          Runway Ident     - N/A
      Visibility     -     7.0  SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -   CLEAR               Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     52           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       ATP,CFI                                 Current        - YES       Total        -   7500         Last 24 Hrs -        3
       SE LAND,ME LAND                         Months Since   - 12        Make/Model-  61506         Last 30 Days- UNK/NR
       HELICOPTER                              Aircraft Type  - UNK/NR    Instrument-     180         Last 90 Days-       26
                                                                          Multi-Eng -      55         Rotorcraft   -    7000

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THE HELICOPTER GAINED TOO MUCH FORWARD SPEED BECAUSE OF GUSTY WINDS WHILE HE WAS MANEUVERING THE
HELICOPTER TO THE REFUELING AREA. A HARD LANDING RESULTED AS THE PLT ATTEMPTED TO SLOW THE HELICOPTER TO AVOID
CONTACTING REFUELING EQUIPMENT.

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Brief of Accident (Continued)

File No. - 85 1/28/85 MIAMI,FL A/C Reg. No. N17271 Time (Lcl) - 1600 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

    File No. -  91         2/07/85   MERRITT ISLAND,FL         A/C Reg. No. N8591N            Time (Lcl) - 1345 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                 Crew     0        0        0        1
    Flight Conducted Under   -14 CFR 91                        NONE                Pass     0        0        0        0
    Accident Occurred During -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-200            Eng Make/Model - LYCOMING IO-360-C1C     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -   2650                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                      Rated Power    -    200 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
      Method          - N/A                        MERRITT ISLAND,FL
      Completeness    - N/A                     Destination                               Airport Data
    Basic Weather     - VMC                        MERRITT ISLAND,FL                          MERRITT ISLAND
      Wind Dir/Speed- 030/017 KTS                                                            Runway Ident      - 29
      Visibility    -      6.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  3600/   75
      Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling         -  2000 FT BROKEN    Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      FULL STOP
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     31           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current      - UNK/NR    Total      -    250        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since - UNK/NR    Make/Model-      11        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR   Instrument-      55        Last 90 Days-      39


        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT LOST DIRECTIONAL CONTROL AND THE ACFT COLLIDED WITH A DIRT EMBANKMENT WHILE LANDING. THE ACFT WAS LANDED WITH A
RIGHT REAR CROSSWIND.

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Brief of Accident (Continued)

File No. - 91   2/07/85   MERRITT ISLAND,FL   A/C Reg. No. N8591N   Time (Lcl) - 1345 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -   89       2/09/85    MERRITT ISLAND,FL          A/C Reg. No. N222CW           Time (Lcl) - 1700 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -SALES DEMO                   Fire                   Crew      0        0        0        2
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
    Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 411A                   Eng Make/Model - CONTINENTAL GTSIO-520-C   ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    6500                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       8                       Rated Power    -    340 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                         MERRIT ISLAND,FL
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          MERRITT ISLAND
       Wind Dir/Speed- 030/011 KTS                                                           Runway Ident     - 29
       Visibility     -     7.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  3600/   75
       Lowest Sky/Clouds  -     SCATTERED         Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         -                   Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     44           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
       COMMERCIAL,CFI                           Current        - UNK/NR     Total      -   4800          Last 24 Hrs  - UNK/NR
       SE LAND,ME LAND                          Months Since   - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
       HELICOPTER                               Aircraft Type  - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

       Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE CFI ON BOARD, ROTATION WAS ACCOMPLISHED AT 110 KTS. SHORTLY AFTER TAKEOFF THE NOSE OF THE ACFT
BEGAN DRIFTING TO THE RIGHT AND THE ACFT BEGAN SETTLING TO THE RWY. THE CFI CALLED FOR GEAR UP AND THE ACFT SETTLED
TO THE RWY ON ITS BELLY IN THE OVERRUN AREA OF THE RWY.

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Brief of Accident (Continued)

File No. - 89 2/09/85 MERRITT ISLAND,FL A/C Reg. No. N222CW Time (Lcl) - 1700 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TERRAIN CONDITION - RUNWAY
2. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
3. GEAR RETRACTION - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                Brief of Accident

   File No. -   75       2/10/85    PANAMA CITY,FL            A/C Reg. No. N3630D            Time (Lcl) - 0707 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-AGRICULTURAL AIRCRAFT           Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation          -BUSINESS                       Fire                   Crew     0        0        0        1
   Flight Conducted Under     -14 CFR 91                       NONE                  Pass     0        0        0        0
   Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model        SCHWEIZER G-164A          Eng Make/Model - P&W R1340                 ELT Installed/Activated - NO -N/A
   Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt    -    7020                   Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats    -       1                   Rated Power     -     600 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
     Method          - N/A                         PANAMA CITY,FL
     Completeness    - N/A                      Destination                           Airport Data
   Basic Weather     - VMC                         SAME AS ACC/INC
     Wind Dir/Speed- CALMABLE
     Visibility     -    10.0   SM             ATC/Airspace                              Runway Ident     - N/A
     Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Lth/Wid   - N/A
     Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Surface   - N/A
     Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP         Runway Status    - N/A
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                             Age -     26           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)                   Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                                 Current         - YES     Total      -    4000       Last 24 Hrs -       7
       SE LAND                                    Months Since  -  3        Make/Model-     800        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-       0        Last 90 Days-      50

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS LANDING ON A CITY STREET SO THE ACFT COULD BE PUT ON DISPLAY  WHEN THE ACFT OVERRAN THE END OF THE STREET
THE PLT LOCKED THE BRAKES TO AVOID CONTACTING BUILDINGS AND VEHICLES AND THE ACFT NOSED OVER.
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File No. - 75 2/10/85 PANAMA CITY,FL A/C Reg. No. N3630D Time (Lcl) - 0707 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
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Brief of Accident

File No. - 90 2/10/85 IMMOKALEE,FL A/C Reg. No. N5587X Time (Lcl) - 1340 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - MONERAI S-P
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 450
No. of Seats - 1

Eng Make/Model - ZENOAH N/A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
IMMOKALEE
Runway Ident - 09
Runway Lth/Wid - 2500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER

Instrument Rating(s) - NONE

Age - 65
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 738
Make/Model- 55
Instrument- 115
Multi-Eng - 230
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 0

----Narrative----

THE PLT WAS MAKING AN APCH TO A GRASS PORTION OF THE ARPT NOT USUALLY USED FOR ACFT. THE GLIDER CONTACTED PWR LINES DURING THE APCH AND SUBSEQUENTLY COLLIDED WTIH THE TERRAIN. THE PLT STATED HE NEVER SAW THE PWR LINES BEFORE CONTACTING THEM.

Brief of Accident (Continued)

File No. - 90 2/10/85 IMMOKALEE,FL A/C Reg. No. N5587X Time (Lcl) - 1340 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
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                                 Brief of Accident

     File No. -   77       2/13/85    WESTVILLE,FL            A/C Reg. No. N23160           Time (Lcl) - 0915 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 150             Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES-UNK/NR
     Landing Gear  - TRICYCLE-FIXED         Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt  -    1670                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                Rated Power    -     100 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                           Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
       Method        - N/A                      SAME AS ACC/INC
       Completeness  - N/A                   Destination                             Airport Data
     Basic Weather   - VMC                      DEFUNIAKS,FL
       Wind Dir/Speed- 300/010 KTS                                                     Runway Ident     - N/A
       Visibility    -   20.0   SM          ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR          Type of Flight Plan - NONE               Runway Surface   - DIRT
       Lowest Ceiling        - NONE           Type of Clearance   - NONE               Runway Status    - WET
       Obstructions to Vision- NONE           Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     53         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review          Flight Time (Hours)
         PRIVATE                           Current       - UNK/NR    Total       -    198        Last 24 Hrs - UNK/NR
         SE LAND                           Months Since  - UNK/NR    Make/Model-      194        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR    Instrument-       13        Last 90 Days-      6

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER REACHING A CRUISE ALT OF 2500 FT MSL A TOTAL LOSS OF PWR WAS EXPERIENCED. PLT STATED HE WAS ABLE TO
MOMENTARILY RESTART THE ENG 2 OR 3 TIMES DURING THE EMERGENCY DESCENT BUT THAT IT WOULD FAIL. THE NOSE GEAR COLLAPSED
AND THE ACFT NOSED OVER DURING THE FORCED LANDING IN A SOFT FIELD. EXAMINATION DISCLOSED WATER IN THE FUEL STRAINER.
PLT STATED THE ACFT WAS REFUELED WITH LOW LEAD AUTOMOTIVE FUEL FROM DRUMS JUST PRIOR TO THE FLIGHT.
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Brief of Accident (Continued)

File No. - 77 2/13/85 WESTVILLE,FL A/C Reg. No. N23160 Time (Lcl) - 0915 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM - WATER
2. MAINTENANCE,SERVICE OF AIRCRAFT - INATTENTIVE - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
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Brief of Accident

File No. - 74 2/23/85 DAVIE,FL A/C Reg. No. N71837 Time (Lcl) - 1100 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - CESSNA 182M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/012 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
JACKSONVILLE,FL
Destination
MARATHON,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
ULTRALIGHT FLIGHT STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 1360 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3554
Make/Model- 1341
Instrument- 42
Last 24 Hrs - 85
Last 30 Days- UNK/NR
Last 90 Days- 318

Instrument Rating(s) - NONE

----Narrative----

PLT STATED HE INTENDED TO LAND AT OPA-LOCKA AND HE WAS IN A HURRY TO DO SO BECAUSE A PASSENGER HAD BECOME AIR SICK. INSTEAD, THE PLT UNINTENTIONALLY LANDED ON AN ULTRALIGHT AIRSTRIP. THE LANDING GEAR DUG INTO SOFT TERRAIN DURING THE LANDING ROLL AND THE ACFT NOSED OVER.

File No. - 74 2/23/85 DAVIE,FL A/C Reg. No. N71837 Time (Lcl) - 1100 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
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Brief of Accident

File No. - 164 3/14/85 MIAMI,FL A/C Reg. No. N95627 Time (Lcl) - 1220 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/008 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MIAMI,FL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 19
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 15
Make/Model- 15
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH TREES WHILE THE PLT WAS PRACTICING SLOW FLT ON A SOLO TRAINING FLT. THE PLT STATED AFTER THE ACCIDENT THAT HE DIVERTED HIS ATTENTION FROM OUTSIDE TO THE ACFT INSTRUMENT PANEL AND FELT A JOLT. A FULL PWR RECOVERY TO LEVEL FLT WAS MADE AND THE ACFT RETURNED TO THE DEPARTURE POINT. AFTER THE LANDING AND DURING POST FLT INSPECTION TREE LIMBS AND TREE LEAVES WERE FOUND IMBEDDED IN SECTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 164 3/14/85 MIAMI,FL A/C Reg. No. N95627 Time (Lcl) - 1220 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. -  179      2/28/85    REIDSVILLE,GA          A/C Reg. No. N4565P           Time (Lcl) - 1400 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                      Injuries
                                                            DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                   Fire                 Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                   ON GROUND           Pass     0        0        0        0
    Accident Occurred During   -UNKNOWN
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-23-250              Eng Make/Model - LYCOMING IO-540-C4B5     ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    5200                      Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       2                      Rated Power     -    250 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                            Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                 OFF AIRPORT/STRIP
      Method         - N/A                          UNKNOWN
      Completeness   - N/A                        Destination                       Airport Data
    Basic Weather    - UNK/NR                       UNK/NR
      Wind Dir/Speed- UNK/NR                                                          Runway Ident     - N/A
      Visibility     - UNK/NR                   ATC/Airspace                          Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE          Runway Surface   - N/A
      Lowest Ceiling       - UNK/NR               Type of Clearance   - NONE          Runway Status    - N/A
      Obstructions to Vision- UNK/NR              Type Apch/Lndg      - UNK/NR
      Precipitation        - UNK/NR
      Condition of Light   - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age - UNK/NR           Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)               Biennial Flight Review          Flight Time (Hours)
        UNK/NR                                  Current        - UNK/NR    Total      - UNK/NR       Last 24 Hrs - UNK/NR
                                                Months Since   - UNK/NR    Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR    Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                           Multi-Eng  - UNK/NR       Rotorcraft   - UNK/NR

        Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS FOUND BURNING IN THE WOODS BY THE FORESTY SERVICE. NO PERSONS OR BAGGAGE WERE FOUND. THE DATE,
TIME & CAUSE OF THE ACCIDENT IS UNKNOWN. SUSPECTED DRUG RELATED ACTIVITY. ACCORDING TO FAA RECORDS, THE ACFT WAS
NOT OFFICIALLY REGISTERED. IT HAD BEEN RECENTLY SOLD BUT THE NEW OWNERS WERE NOT NAMED AND NO RECORD OF REGISTRATION
WAS FOUND.

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Brief of Accident (Continued)

File No. - 179 2/28/85 REIDSVILLE,GA A/C Reg. No. N4565P Time (Lcl) - 1400 EST

Occurrence FIRE
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 126 4/10/85 LESLIE,GA A/C Reg. No. N88340 Time (Lcl) - 1800 EST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AERO COMMANDER S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 235/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 7015
Make/Model- 550
Instrument- 0
Multi-Eng - 500
Last 24 Hrs - 15
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

THE ACFT LOST POWER EN ROUTE TO SPRAY CROPS & CRASH LANDED IN A WOODED AREA. THE ACFT HAD FLOWN ONLY 2 MILES WHEN THE POWER LOSS OCCURRED. DURING THE POST ACCIDENT INVESTIGATION AN EXAM OF THE POWERPLANT & SYSTEMS REVEALED THAT THE SUPERCHARGER HAD A LOOSE IMPELLER SHAFT AND THAT THE IMPELLER HAD CONTACTED THE HOUSING (CASE). THE IMPELLER CASE HAD LOST METAL IN THE CONTACT AREA AND THE IMPELLER OUTSIDE DIAMETER WAS REDUCED BY APRX 1/4 INCH. THE SUPERCHARGER SHAFT BEARING WERE WORN & LOOSE WHICH ALLOWED THE SHAFT TO MAKE CONTACT WITH ITS HOUSING. AN A M OR D REPORT WAS SUBMITTED BY RUSSELL ACFT TO THE FAA.

Brief of Accident (Continued)

File No. - 126   4/10/85   LESLIE,GA   A/C Reg. No. N8834Q   Time (Lcl) - 1800 EST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - CHAFED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - BINDING(MECHANICAL)
4. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - FAILURE,TOTAL

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 17 1/08/85 DES MOINES,IA A/C Reg. No. N68318 Time (Lcl) - 1710 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RUNNELLSES,IA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
JONES FIELD
Runway Ident - 31
Runway Lth/Wid - 2580/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 17
Make/Model- 17
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 3
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

PLT WAS INFORMED OF HOLES ALONG THE RIGHT SIDE OF THE RWY SO HE INTENTIONALLY TOUCHED OWN ON THE LEFT SIDE OF THE RWY. THE LEFT MAIN GEAR CONTACTED A SNOWBANK WHICH PARALLED THE RWY AND THE ACFT NOSED INTO THE SNOWBANK.

Brief of Accident (Continued)

File No. - 17 1/08/85 DES MOINES,IA A/C Reg. No. N68318 Time (Lcl) - 1710 CST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER ALIGNMENT - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

   File No. -  143       1/16/85    DAVENPORT,IA            A/C Reg. No. N55582           Time (Lcl) - 0900 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire                 Crew     0        0        0        2
      Flight Conducted Under     -14 CFR 91                      NONE                Pass     0        0        0        0
      Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - RAVEN RALLY RX7           Eng Make/Model - N/A                ELT Installed/Activated - NO -N/A
      Landing Gear   - N/A                       Number Engines - N/A                   Stall Warning System - NO
      Max Gross Wt   -    1470                   Engine Type    - N/A
      No. of Seats   - UNK/NR                    Rated Power    - N/A
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                               Airport Proximity
      Wx Briefing      - UNK/NR                   Last Departure Point                    OFF AIRPORT/STRIP
        Method         - UNK/NR                     SAME AS ACC/INC
        Completeness   - UNK/NR                  Destination                            Airport Data
      Basic Weather    - VMC                        LOCAL
        Wind Dir/Speed- 120/012 KTS                                                       Runway Ident     - N/A
        Visibility     -    10.0   SM            ATC/Airspace                             Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    UNK/NR             Type of Flight Plan - NONE             Runway Surface   - N/A
        Lowest Ceiling        -  8000 FT OVERCAST  Type of Clearance   - NONE             Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN
        Precipitation         - NONE                                     FORCED LANDING
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     29            Medical Certificate - NO MEDICAL
       Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL                             Current        - YES     Total      -     211       Last 24 Hrs - UNK/NR
         NONE                                   Months Since  -  6       Make/Model-     211       Last 30 Days- UNK/NR
         FREE BALLOON                           Aircraft Type - RAL RX7  Instrument-       0       Last 90 Days-      5


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
BALLOON ENCOUNTERED GUST DURING INITIAL CLIMB AND BEGAN DRIFTING TOWARD WIRES. PLT ELECTED TO DEFLATE & BALLOON
COLLIDED WITH WIRES & BUILDING.

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Brief of Accident (Continued)

File No. - 143 1/16/85 DAVENPORT,IA A/C Reg. No. N55582 Time (Lcl) - 0900 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. OBJECT - WIRE,STATIC
4. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -   57      2/16/85    FORT MADISON,IA          A/C Reg. No. N61868            Time (Lcl) - 1505 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                       Fire                 Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass      0         0         0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172M                 Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2300                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRSTRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                         FORT MADISON
       Wind Dir/Speed- 310/012 KTS                                                          Runway Ident     - 34
       Visibility     -    15.0    SM           ATC/Airspace                                Runway Lth/Wid   -   4000/   75
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - GO AROUND
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     31             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         STUDENT                                 Current        - N/A        Total       -     79         Last 24 Hrs - UNK/NR
                                                 Months Since   - N/A        Make/Model-       13         Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A        Instrument-        0         Last 90 Days-     13


         Instrument Rating(s)  - NONE
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----Narrative----
THE PLT STATED THAT AN INFLIGHT ENCOUNTER WITH A GUST OF WIND DURING LANDING RESULTED IN A SHARP LOSS OF ALTITUDE AND
A BOUNCED LANDING. CONSEQUENTLY A SECOND GUST ON ROLLOUT FOLLOWED BY THE PLTS LOSS OF DIRECTIONAL CONTROL RESULTED
IN THE ACFT DEPARTING THE RWY AND COLLIDING WITH A SNOW BANK.

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Brief of Accident (Continued)

File No. - 57 2/16/85 FORT MADISON,IA A/C Reg. No. N61968 Time (Lcl) - 1505 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SNOWBANK
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7

Factor(s) relating to this accident is/are finding(s) 2,5

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. -  182       3/03/85    KEOKUK,IA                 A/C Reg. No. N51004            Time (Lcl) - 1800 CST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                        Fire                 Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE                 Pass     0        0        0        0
    Accident Occurred During  -TAXI
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150                  Eng Make/Model - LYCOMING O-200           ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     100 HP
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----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                      ON AIRSTRIP
       Method         - TELEPHONE                  KEOKUK,IA
       Completeness   - FULL                    Destination                              Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- 250/020 KTS                                                          Runway Ident     - UNK/NR
       Visibility     -    12.0   SM            ATC/Airspace                                Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -      3200 FT          Type of Flight Plan - NONE                Runway Surface   - UNK/NR
       Lowest Ceiling         -  3200 FT OVERCAST Type of Clearance   - NONE                Runway Status    - UNK/NR
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
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----Personnel Information----
     Pilot-In-Command                        Age -     43           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                               Current         - NO        Total      -    2889        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                       Months Since  - UNK/NR      Make/Model-    2750        Last 30 Days- UNK/NR
                                                Aircraft Type - C-150       Instrument- UNK/NR         Last 90 Days-      25
                                                                            Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
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----Narrative----
WHILE TAXIING FOR T/O ON A SOD RWY, GUSTING WINDS FLIPPED THE C-150 OVER AFTER IT BECAME BOGGED DOWN IN THE SOFT
TERRAIN. THE PLT WAS AWARE OF THE GUSTING WIND CONDITIONS BUT WAS NOT EXPECTING TO GET THE A/C STUCK, EVEN THOUGH THE
PILOT WAS AWARE IT HAD RAINED HARD THE DAY BEFORE. THE PLT STATED THAT HE CHOSE THE WET SOD INSTEAD OF THE ASPHALT
RWY THE HEAD MORE INTO THE STRONG WINDS OF 20 PLUS KNOTS FROM 250 DEGS. THE SOD RWY WAS 27 & THE HARD SURFACE WAS RWY
31. HE ALSO SAID THAT HE THOUGHT THE "ACFT WOULD HAVE BEEN ABLE TO HANDLE THE CROSS WIND."

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Brief of Accident (Continued)

File No. - 182 3/03/95 KEOKUK,IA A/C Reg. No. N51004 Time (Lcl) - 1800 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
4. WEATHER CONDITION - GUSTS
5. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

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                       National Transportation Safety Board
                            Washington, D.C. 20594

                              Brief of Accident

    File No. -  183      3/03/85    CEDAR RAPIDS,IA          A/C Reg. No. N1241P           Time (Lcl) - 1113 CST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                  Fatal   Serious    Minor     None
    Type of Operation        -PERSONAL                        Fire               Crew       1        0         0         0
    Flight Conducted Under   -14 CFR 91                        NONE              Pass       2        0         0         0
    Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-23                Eng Make/Model - LYCOMING O-320-3          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    3500                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power    -      150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - TELEPHONE                  OSAGE,IA
      Completeness   - PARTIAL,LMTD BY PILOT     Destination                              Airport Data
    Basic Weather    - VMC                        IOWA CITY,IA
      Wind Dir/Speed- 100/023 KTS                                                          Runway Ident    - N/A
      Visibility     -     4.000 SM           ATC/Airspace                                 Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -      1000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface  - N/A
      Lowest Ceiling        -  2000 FT OVERCAST    Type of Clearance   - IFR               Runway Status   - N/A
      Obstructions to Vision- FOG                  Type Apch/Lndg      - FORCED LANDING
      Precipitation         - RAIN
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     64            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                Current      - YES        Total        -   4200        Last 24 Hrs -       6
       SE LAND,ME LAND                        Months Since  -  3        Make/Model-     960        Last 30 Days-       2
                                              Aircraft Type - PA-23     Instrument-      10        Last 90 Days-       2
                                                                        Multi-Eng -    1000

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT REPORTED NO FORWARD VIS DUE TO ICE ON WINDSHIELD. N1291P THEN DIVERTED TO CID WHICH HAS RAPCON. THE TEMP AT THE
SURFACE WAS 32 DEGS F BUT WAS REPORTED TO BE HIGHER AT 4,000 FT MSL. THE FLT CLIMBED TO 4,000 FT AND BEGAN LOSING THE
ICE BUT THEN REPORTED GETTING IN WORSE TROUBLE.  CID VECTORED THE ACFT TOWARD THE CID ARPT AND WHILE DESCENDING N1291P
REPORTED THAT AN ENG HAD QUIT.  N1291P SAID THE ACFT COULD NOT MAINTAIN ALTITUDE AND THEN REPORTED GOING DOWN. AIRCRAFT
ENTERED A SPIN AND CRASHED IN AN OPEN FARM FIELD. THIS ACFT WAS NOT EQUIPPED FOR FLT IN ICING CONDITIONS. EVEN THOUGH
THE CARBURETOR HEAT CONTROL WAS FOUND IN THE FULL ON POSITION, THE PITOT HEAT CONTROL WAS FOUND IN THE OFF POSITION.
NO PROP,WINDSHIELD,OR AIRFRAME DEICING EQUIPMENT WAS INSTALLED BUT A WINDSHIELD ELECTRICAL ANTI-ICE WAS INSTALLED & ON.
THE PLTS WX BRIEFING WAS(LIMITED BY THE PLT) A PARTIAL ONE BUT INCLUDED THE FLT PRECAUTIONS FOR ICING CONDITIONS,IFR &
TURBULENCE. THE ACFT MODIFICATION TO PERMIT USE OF AUTO GAS INCREASED CARB ICING POTENTIAL(FAA AC 91-33A).
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Brief of Accident (Continued)

File No. - 183 3/03/85 CEDAR RAPIDS,IA A/C Reg. No. N1241P Time (Lcl) - 1113 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
8. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
9. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
11. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. -  184      4/13/85    MECHANICSVILLE,IA         A/C Reg. No. N2392N          Time (Lcl) - 1545 CST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                  Injuries
                                                                SUBSTANTIAL              Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                        Fire               Crew     0         0         0         1
    Flight Conducted Under    -14 CFR 91                        NONE              Pass     0         0         0         1
    Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112          Eng Make/Model - LYCOMING O-235L2C       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    3600                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -     112 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
       Method        - N/A                        SAME AS ACC/INC
       Completeness  - N/A                       Destination                         Airport Data
     Basic Weather   - VMC                         LOCAL
       Wind Dir/Speed- 300/010 KTS                                                     Runway Ident    - N/A
       Visibility    - UNK/NR                 ATC/Airspace                             Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -                     Type of Flight Plan - NONE             Runway Surface  - GRASS/TURF
       Lowest Ceiling         -   8000 FT BROKEN  Type of Clearance   - NONE             Runway Status   - WET
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE                               SOFT
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     25          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
          PRIVATE                                Current        - YES      Total       -     178      Last 24 Hrs - UNK/NR
          SE LAND                                Months Since   - 26       Make/Model-        7      Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR   Instrument-       10      Last 90 Days-       1


          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ATTEMPTED A TAKEOFF FROM A SHORT, WET, SOFT, ALFALFA FIELD IN AN ACFT LOADED WITH TWO OCCURANTS AND APRX A
FULL LOAD OF FUEL. THE ACFT COLLIDED WITH A FENCE AND A TREE AFTER USING THE AVAILABLE DISTANCE IN THE FLT ATTEMPT.
PLT RECOMMENDED A MORE COMPREHENSIVE CHECK OF ACFT WT & BAL AND ALLOWANCES TO BE MADE FOR EXTRA TAKEOFF DISTANCE
ON SOFT & ROUGH TERRAIN.

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Brief of Accident (Continued)

File No. - 184 4/13/85 MECHANICSVILLE,IA A/C Reg. No. N2392N Time (Lcl) - 1545 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - SOFT
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. AIRSPEED(VLOF) - INADEQUATE - PILOT IN COMMAND
8. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  180      5/04/85    AMES,IA                  A/C Reg. No. N3068V           Time (Lcl) - 0915 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                      Fire                 Crew     0          0         0         1
   Flight Conducted Under     -14 CFR 91                      NONE                Pass     0          0         0         1
   Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BEECH 35                  Eng Make/Model - CONTINENTAL E185-1      ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                        Stall Warning System - UNK/NR
   Max Gross Wt   -   2550                    Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -      4                    Rated Power     -     185 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                            Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                ON AIRPORT
      Method          - N/A                      SIOUX CITY,IA
      Completeness    - N/A                   Destination                       Airport Data
    Basic Weather     - VMC                      SAME AS ACC/INC                    AMES MUNICIPAL
      Wind Dir/Speed- 180/014 KTS                                                   Runway Ident     - 13
      Visibility    -    30.0   SM          ATC/Airspace                            Runway Lth/Wid   -  3500/  100
      Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE            Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     46           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
         PRIVATE                             Current        - YES      Total      -    495        Last 24 Hrs -      3
         SE LAND                             Months Since   -  0       Make/Model-    285        Last 30 Days- UNK/NR
                                             Aircraft Type - 35        Instrument-      0        Last 90 Days-     18


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTS THAT THE ACFT HAD SLOWED TO TAXI SPEED AFTER LANDING WHEN THE GEAR WARNING HORN BEGAN TO BLOW FOLLOWED S
HORTLY BY COLLAPSE OF THE LANDING GEAR. EXAMINATION OF THE LANDING GEAR ELECTRICAL CIRCUITRY FAILED TO REVEAL ANY
DEFICIENCIES.

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Brief of Accident (Continued)

File No. - 180 5/04/85 AMES,IA A/C Reg. No. N3068V Time (Lcl) - 0915 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -   47       2/10/85    BOISE,ID                A/C Reg. No. N3056V          Time (Lcl) - 1430 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                      Fire                 Crew     0        0         0        1
     Flight Conducted Under    -14 CFR 91                      NONE                Pass     0        0         0        0
     Accident Occurred During  -TAXI
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172               Eng Make/Model - CONTINENTAL O-300-D     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2600                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                   Rated Power    -     145 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing     - UNK/NR                   Last Departure Point                   ON AIRPORT
       Method        - UNK/NR                     ELY,NV
       Completeness  - UNK/NR                   Destination                         Airport Data
     Basic Weather   - VMC                        SPOKANE,WA                           TERMINAL
       Wind Dir/Speed- 110/011 KTS                                                     Runway Ident     - UNK/NR
       Visibility    -    15.0   SM           ATC/Airspace                             Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -        1500 FT      Type of Flight Plan - NONE             Runway Surface   - UNK/NR
       Lowest Ceiling         -    1500 FT BROKEN  Type of Clearance - NONE            Runway Status    - UNK/NR
       Obstructions to Vision- NONE             Type Apch/Lndg      - UNK/NR
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     62             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                          Current          - YES       Total       -   2170        Last 24 Hrs -       5
        SE LAND,ME LAND                     Months Since     - 12        Make/Model-    1500        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR       Instrument-     204        Last 90 Days-      25
                                                                         Multi-Eng -     320

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE TAXIING ON THE RAMP AFTER LANDING, THE RIGHT WING OF THE ACFT STRUCK A JET BLAST FENCE. THE PLT STATED TWO
LINEMEN WERE GUIDING THE ACFT AT THE TIME.

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File No. - 47 2/10/85 BOISE,ID A/C Reg. No. N3056V Time (Lcl) - 1430 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. OBJECT - FENCE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -    1      2/23/85    NAMPA,ID                 A/C Reg. No. N263LT          Time (Lcl) - 1645 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LYOYD THOMPSON POBER PIXIE    Eng Make/Model - CONTINENTAL A-65        ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    950                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      1                        Rated Power    -      65 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                               Airport Proximity
    Wx Briefing      - UNK/NR                       Last Departure Point                    ON AIRPORT
      Method         - UNK/NR                         BOISE,ID
      Completeness   - UNK/NR                      Destination                           Airport Data
    Basic Weather    - VMC                            NAMPA,ID                              NAMPA MUNICIPAL
      Wind Dir/Speed- 150/005 KTS                                                           Runway Ident     - 11
      Visibility     -   20.0   SM                ATC/Airspace                              Runway Lth/Wid   -  4050/   75
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     38            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES         Total      -    198       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  -  5          Make/Model-      6       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-      2       Last 90 Days-      4

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
LEFT MAIN GEAR CONTACTED RUNWAY-TAXIWAY INTERSECTION LIGHTS DURING A LANDING ROLL. ACFT THEN NOSED OVER. RWY
WIDTH IS 75 FT.
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Brief of Accident (Continued)

File No. - 1 2/23/85 NAMPA,ID A/C Reg. No. N263LT Time (Lcl) - 1645 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. OBJECT - RUNWAY LIGHT
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
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Brief of Accident

File No. - 142   3/12/85   SODA SPRINGS,ID   A/C Reg. No. N8553X   Time (Lcl) - 1215 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 360/002 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
AFTON,WY
Destination
LOVELOCK,NV

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
SODA SPRINGS MUNCIPAL
Runway Ident - 16
Runway Lth/Wid - 3500/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 305
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 14
Last 30 Days- UNK/NR
Last 90 Days- 52
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT MADE A PRECAUTIONARY LANDING DUE TO AN ICED UP PITOT TUBE. THE PLT LANDED WITH EXCESS SPEED AND WAS UNABLE TO STOP THE ACFT BEFORE IT OVERRAN THE END OF THE RWY. IT STRUCK A SNOW BANK AND THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 142 3/12/85 SODA SPRINGS,ID A/C Reg. No. N8553X Time (Lcl) - 1215 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. PITOT/STATIC SYSTEM - ICE
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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Brief of Accident

File No. - 81 1/06/85 OLATHE,KS A/C Reg. No. N84499 Time (Lcl) - 1324 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OLATHE,KS
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
JOHNSON COUTY EXEC.ARPT.
Runway Ident - 17
Runway Lth/Wid - 4100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Make/Model- 19
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

PILOT SAID ACFT SWERVED TO RIGHT DURING LANDING ROLL. ACFT RAN OFF RIGHT SIDE OF RWY INTO SNOW COVERED AREA RESULTING IN DAMAGE TO WING & GEAR. NO EVIDENCE OF AIRCRAFT MALFUNCTION WAS FOUND AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 81 1/06/85 OLATHE,KS A/C Reg. No. N84499 Time (Lcl) - 1324 CST

Occurrance #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - SNOW COVERED

-- -Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
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                                 Brief of Accident

    File No. -   28       1/13/85    VERMILLION,KS            A/C Reg. No. N5649E             Time (Lcl) - 1230 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire                   Crew     0         0          0       1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0         0          1       0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172N              Eng Make/Model - LYCOMING O-320-H2AD      ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2150                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                  Rated Power     -      160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                    Destination                          Airport Data
    Basic Weather    - VMC                      DODGE CITY,KS                        BRAMHALL (PVT)
      Wind Dir/Speed- 240/015 KTS                                                   Runway Ident      - 18
      Visibility     -    15.0   SM           ATC/Airspace                          Runway Lth/Wid    -  1200
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE          Runway Surface    - GRASS/TURF
      Lowest Ceiling         - NONE             Type of Clearance   - NONE          Runway Status     - WET
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                   Age -      33              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)         Biennial Flight Review                     Flight Time (Hours)
         PRIVATE                          Current        - YES      Total        -    138         Last 24 Hrs - UNK/NR
         SE LAND                          Months Since  -  5        Make/Model-       105         Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR    Instrument-         1         Last 90 Days-      5

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON TAKEOFF ROLL ACFT TRAVELED THROUGH SOFT SNOW RESULTING IN A LOSS OF FORWARD SPEED. PLT WAS ABLE TO CONTINUE
LIFT OFF BUT ACFT SETTLED INTO A PLOWED FIELD JUST PAST THE END OF THE RWY AND SUBSEQUENTLY NOSED OVER.

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Brief of Accident (Continued)

File No. - 28 1/13/85 VERMILLION,KS A/C Reg. No. N5649E Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

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Brief of Accident

File No. - 6 1/18/85 WA KEENEY,KS A/C Reg. No. N5590H Time (Lcl) - 1315 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAVERNE,OK
Destination
WA KEENEY,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - VISUAL
TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
WA KEENEY/TREGO
Runway Ident - 05
Runway Lth/Wid - 2700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 135
Make/Model- 35
Instrument- 6
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

ACFT TOUCHED DOWN LEFT OF CENTERLINE. LEFT MAIN GEAR CONTACTED SLUSH ON THE RWY AND THE ACFT SWERVED INTO A 2 TO 3 FT SNOWBANK ALONGSIDE THE RWY. PLT STATED, "THE RWY WAS PLENTY CLEAR AND THE ACCIDENT WOULD NOT HAVE HAPPENED IF THE PLANE HAD BEEN KEPT ON THE CENTER LINE OR CLOSE TO IT."

Brief of Accident (Continued)

File No. - 6 1/18/85 WA KEENEY,KS A/C Reg. No. N5590H Time (Lcl) - 1315 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                                Washington, D.C. 20594

                                   Brief of Accident

    File No. -   82      1/23/85    BELOIT,KS               A/C Reg. No. N10894          Time (Lcl) - 1050 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                Fire                  Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                     NONE                 Pass     0        0        0        0
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150L              Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power     -     100 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                        LOCAL                                  MUNICIPAL
      Wind Dir/Speed- 300/005 KTS                                                      Runway Ident     - 35
      Visibility     -    15.0   SM           ATC/Airspace                             Runway Lth/Wid   -  3600/   60
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                    TOUCH AND GO
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     48             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        STUDENT                                 Current        - N/A       Total        -     73         Last 24 Hrs -       1
                                                Months Since   - N/A       Make/Model-        25         Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A       Instrument-         1         Last 90 Days-       3

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PILOT STATED HE WAS PRACTICING TOUCH AND GO LANDINGS ON RWY 35. AFTER TOUCHDOWN, THE AIRPLANE VEERED LEFT,
HIT A SNOWBANK OFF THE SIDE OF THE RUNWAY & FLIPPED FORWARD TO THE INVERTED POSITION. WINDS WERE FROM 300 DEGREES AT 5
KNOTS, GUSTING TO 10 KNOTS.

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Brief of Accident (Continued)

File No. - 82 1/23/85 BELOIT,KS A/C Reg. No. N10834 Time (Lcl) - 1050 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                                National Transportation Safety Board
                                     Washington, D.C. 20594

                                        Brief of Accident

     File No. -   18        1/28/85    OTTAWA,KS                 A/C Reg. No. N8127F            Time (Lcl) - 1930 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire             Crew       0        0        1        0
     Flight Conducted Under     -14 CFR 91                       NONE            Pass       0        0        0        0
     Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150F                  Eng Make/Model - CONTINENTAL O-200       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    1600                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                       Rated Power    -    100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                               Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
        Method          - N/A                         OTTAWA,KS
        Completeness    - N/A                       Destination                           Airport Data
      Basic Weather     - VMC                         GARNETT,KS                            OTTAWA MUNI
        Wind Dir/Speed- CALM                                                                Runway Ident      - 35
        Visibility      -    15.0   SM            ATC/Airspace                              Runway Lth/Wid   -  3400/   50
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      64          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current          - YES      Total       -    474        Last 24 Hrs -      1
        SE LAND                                 Months Since       4        Make/Model-     202        Last 30 Days-      6
                                                Aircraft Type - C-150F      Instrument-       1        Last 90 Days-      7

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
RIGHT MAIN GEAR STRUCK AN OBJECT DURING TAKEOFF GROUND RUN. PLT ABORTED THE TAKEOFF. ACFT VEERED TO THE RIGHT AND
IMPACTED A SNOWBANK WHICH PARALLED THE SIDE OF THE RWY. THE ARPT OPERATOR REPORTED THAT THERE WAS SNOW KNOCKED ONTO
THE RWY 50 TO 100 FT PRIOR TO WHERE THE ACFT CONTACTED THE SNOWBANK.

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Brief of Accident (Continued)

File No. - 18 1/28/85 OTTAWA,KS A/C Reg. No. N8127F Time (Lcl) - 1930 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -   53        2/01/85    OLATHE KS                 A/C Reg. No. N4781A          Time (Lcl) - 1325 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                 Fire               Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0        0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A152             Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                 Rated Power    -     110 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                  ON AIRPORT
      Method         - N/A                      GRANDVIEW,MO
      Completeness   - N/A                   Destination                          Airport Data
    Basic Weather    - VMC                      LOCAL                                JOHNSON COUNTY EXECUTIVE
      Wind Dir/Speed- 320/010 KTS                                                    Runway Ident     - 35
      Visibility    -    15.0   SM           ATC/Airspace                            Runway Lth/Wid   -  4100/   75
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE            Runway Status    - SNOW - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TOUCH AND GO
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      20            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
        STUDENT                             Current        - N/A        Total       -     20        Last 24 Hrs - UNK/NR
                                            Months Since   - N/A        Make/Model-       20        Last 30 Days- UNK/NR
                                            Aircraft Type  - N/A        Instrument-        0        Last 90 Days-      16

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOW BANK ON THE LEFT SIDE OF THE RWY FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING A
TOUCH AND GO LANDING. THE PLT STATED CONTROL OF THE ACFT WAS LOST WHEN HE ATTEMPTED TO RECONFIGURE THE ACFT FOR
THE TAKEOFF PORTION OF THE TOUCH AND GO
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Brief of Accident (Continued)

File No. - 53   2/01/85   OLATHE,KS   A/C Reg. No. N4781A   Time (Lcl) - 1325 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 178        4/17/85    LAKIN,KS                 A/C Reg. No. N5654K            Time (Lcl) - 1358 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                        Fire                 Crew      0         1         0         0
    Flight Conducted Under     -14 CFR 91                        NONE                Pass      0         1         0         1
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 35-B33                Eng Make/Model - CONTINENTAL IO-470-K     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3000                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                     Rated Power    -     225 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
      Method         - N/A                         LAKIN,KS
      Completeness   - N/A                      Destination                                Airport Data
    Basic Weather    - VMC                         DODGE CITY,KS                              LAKIN
      Wind Dir/Speed- 200/015 KTS                                                           Runway Ident      - 22
      Visibility     -    15.0    SM            ATC/Airspace                                Runway Lth/Wid    -  2900/  100
      Lowest Sky/Clouds  -     7000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - DIRT
      Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE                                      FORCED LANDING
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     60              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                  Current         - YES        Total      -   2484       Last 24 Hrs  -     39
       SE LAND                                  Months Since    -  3         Make/Model-    2435       Last 30 Days- UNK/NR
                                                Aircraft Type - 35-B33       Instrument-    1006       Last 90 Days-    252

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ACFT ATTAINED APRX 200 FT OF ALT AFTER TAKEOFF BEFORE THE ENG WAS HEARD CHANGING SOUND BEFORE THE POPPING & BACKFIRING BEGAN, ACCORDING TO WITNESSES. AFTER ALL ENG SOUNDS CEASED THE ACFT DESCENDED RAPIDLY TO A GRASSY AREA OF THE ARPT & LANDED WITH THE LNDG GEAR & FLAPS FULLY RETRACTED. THE ACFT SLID APRX 180 FT FROM INITIAL IMPACT TO A STOP;AFTER ROTATING 180 DEGREES THE ACFT ENDED THE SLIDE FACING IN THE OPPOSITE DIRECTION. POST ACC EXAM REVEALED ALL ENG CONTROLS FULL FWD. THE ENG FUEL SELECTOR WAS ON THE RT TANK. THE ACFT WAS RAISED AND TANKS DRAINED. THE RT FUEL TANK HAD APRX 1 CUP OF FUEL IN IT. THE LEFT TANK HAD APRX 25 GALLONS. NO BREAKS OR LEAKS IN THE FUEL SYS WERE FOUND. THE FUEL LINES & FUEL CONTROL CONTAINED NO FUEL. THE ACFT WAS LAST SERVICED WITH FUEL ON 4/16/85, THE DAY BEFORE THE ACCIDENT. THE PLT STATED THAT NO FUEL WAS ADDED ON THE 17TH,THE DAY OF THE ACC.

Brief of Accident (Continued)

File No. - 178 4/17/85 LAKIN,KS A/C Reg. No. N5654K Time (Lcl) - 1358 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 176       3/04/85    CAMPBELLSVILLE,KY         A/C Reg. No. N3969S            Time (Lcl) - 1600 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -AERIAL OBSERVATION           Fire                   Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                     NONE                  Pass     0        0        0        0
     Accident Occurred During   -STANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172E               Eng Make/Model - CONTINENTAL O-300-D       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2300                   Engine Type     - RECIPROCATING-CARBURETOR
     No  of Seats   -      4                    Rated Power     -     145 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
       Method          - N/A                        SAME AS ACC/INC
       Completeness    - N/A                    Destination                             Airport Data
     Basic Weather     - VMC                        LOCAL                                  TAYLOR CO.
       Wind Dir/Speed- 240/018 KTS                                                         Runway Ident        23
       Visibility      -     4.000 SM          ATC/Airspace                                Runway Lth/Wid  -  4000/   75
       Lowest Sky/Clouds          1200 FT         Type of Flight Plan - NONE               Runway Surface  - ASPHALT
       Lowest Ceiling         -   1200 FT BROKEN  Type of Clearance   - NONE               Runway Status   - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - RAIN SHOWERS
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     50            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current        - YES        Total      -   2199         Last 24 Hrs -        5
         SE LAND ME LAND                       Months Since   - 11         Make/Model-   1541          Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-    211          Last 90 Days-       10
                                                                           Multi-Eng -    127

         Instrument Rating(s)  - AIRPLANE
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----Narrative----
THE ACFT WAS POSITIONED WITH ITS TAIL INTO THE WIND & IT WAS BLOWN OVER. THE WIND WAS FROM 240 DEG AT 18 KTS
WITH GUSTS TO 28 KTS.

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File No. - 176 3/04/85 CAMPBELLSVILLE,KY A/C Reg. No. N3969S Time (Lcl) - 1600 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. - 158       1/06/85    FERRIDAY,LA             A/C Reg. No. N1474N          Time (Lcl) - 1730 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                              SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                 Crew        1        0        0        0
    Flight Conducted Under     -14 CFR 91                     NONE                Pass        0        1        0        0
    Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER J3C-65         Eng Make/Model  - CONTINENTAL AC-12          ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED  Number Engines  -  1                           Stall Warning System - NO
    Max Gross Wt   -   1220               Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2               Rated Power     -     85 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                      FERRIDAY,LA
      Completeness    - N/A                   Destination                             Airport Data
    Basic Weather     - VMC                      LOCAL
      Wind Dir/Speed- 330/004 KTS                                                        Runway Ident     - N/A
      Visibility    -     8.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                     Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling        - 25000 FT BROKEN  Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     27             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
         PRIVATE                            Current        - YES       Total       -    238        Last 24 Hrs -      1
         SE LAND                            Months Since  -  4         Make/Model-      87        Last 30 Days-      5
                                            Aircraft Type - 172        Instrument-       5        Last 90 Days-     60


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS OBSERVED IN SLOW FLT APRX 40 FT AGL JUST ABOVE STALL SPEED WITH THE ENG OPERATING SMOOTHLY. THE ACFT THEN
STALLED AND IMPACTED IN AN APRX 90 DEG NOSE DOWN ATTITUDE. THE PLT WAS FLYING FROM THE FRONT SEAT. THE ACFT WAS NOT
EQUIPPED WITH SHOULDER HARNESSES.

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Brief of Accident (Continued)

File No. - 158 1/08/85 FERRIDAY,LA A/C Reg. No. N1474N Time (Lcl) - 1730 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

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                           National Transportation Safety Board
                                 Washington, D.C. 20594

                                   Brief of Accident

    File No. - 116       3/24/85    ANGOLA,LA                 A/C Reg. No. N73616             Time (Lcl) - 0840 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass      0        0        0        1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172M            Eng Make/Model  - LYCOMING O-320-E2D        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED         Number Engines  -  1                           Stall Warning System - YES
    Max Gross Wt   -    2300                Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                Rated Power     -     160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                         ON AIRPORT
      Method         - N/A                       PINEVILLE,LA
      Completeness   - N/A                    Destination                                Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                            ANGOLA
      Wind Dir/Speed- 150/003 KTS                                                           Runway Ident      - 30
      Visibility     -    7.0   SM           ATC/Airspace                                   Runway Lth/Wid    -  2800 -UNK/NR
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan  - NONE                 Runway Surface    - DIRT
      Lowest Ceiling        - NONE              Type of Clearance    - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg       - TRAFFIC PATTERN                          SOFT
      Precipitation         - NONE                                     FULL STOP
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      36            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                      Current        - YES       Total        -     964        Last 24 Hrs -       1
        SE LAND,ME LAND                     Months Since   - 13        Make/Model-       410        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-        97        Last 90 Days-      33
                                                                       Multi-Eng -         9

        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT TOUCHED DOWN SHORT OF THE RWY FOLLOWING AN APPROACH TO LAND AFTER THE PLT HAD ACCOMPLISHED A X-COUNTRY
FLT WITH A PASS'G ON BOARD. THE PLT STATED THAT HE BECAME MOMENTARILY DISORIENTED DUE TO HAZE & BRIGHT SUNLIGHT
DURING THE APPROACH. DURING THIS SHORT PERIOD OF DISORIENTATION THE ACFT TOUCHED DOWN & NOSED OVER TO AN INVERTED
POSITION.

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Brief of Accident (Continued)

File No. - 116 3/24/85 ANGOLA LA A/C Reg. No. N73616 Time (Lcl) - 0840 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. LIGHT CONDITION - SUNGLARE
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. DESCENT - NOT CORRECTED - PILOT IN COMMAND
6. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7,8

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

   File No. -   10       1/03/85    ELLISONORE,MO            A/C Reg. No. N20828           Time (Lcl) - 1230 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                     Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                     NONE                Pass     0        0        0        3
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182P              Eng Make/Model - CONTINENTAL O-470        ELT Installed/Activated - YES/UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2950                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - TELEPHONE                  GALESBURG,IL
       Completeness   - FULL                    Destination                             Airport Data
     Basic Weather    - IMC                        NEW ORLEANS,LA
       Wind Dir/Speed- CALM                                                               Runway Ident     - N/A
       Visibility     -      2.000 SM          ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      UNK/NR          Type of Flight Plan - NONE                Runway Surface   - ICE
       Lowest Ceiling          -    500 FT OVERCAST  Type of Clearance   - NONE            Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation          - SNOW SHOWER
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     62             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                          Current        - YES       Total      -    3700       Last 24 Hrs -       3
         SE LAND,ME LAND                     Months Since   - 22        Make/Model-      32        Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                        Multi-Eng -     500        Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT OBTAINED WX BRIEFING FOR ROUTE FROM MOLINE, IL, ST. LOUIS, MO, MEMPHIS, TX, TO NEW ORLEANS, LA. PLT WAS INFORMED VFR
WAS NOT RECOMMENDED IN EASTERN IOWA BUT ST. LOUIS WAS VFR AND FORECAST TO BE 1000 TO 2000 FT BROKEN TO SCATTERED ALL
MORNING. VFR WAS ALSO NOT RECOMMENDED IN MEMPHIS. PLT DEPARTED GALESBURG, IL, AND WAS VECTORED AROUND ST. LOUIS BY ATC.
PLT STATED HE ENCOUNTERED 2500 TO 3000 FT CEILINGS WEST OF FARMINGTON, MO, AND DECIDED TO LAND AT WALNUT RIDGE, AR.
25 MILES N OF WALNUT RIDGE SNOW AND LOW CEILINGS WERE ENCOUNTERED. UNABLE TO FIND GOOD WX, PLT MADE A PRECAUTIONARY
LANDING IN A FIELD DURING WHICH THE ACFT NOSED OVER.
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Brief of Accident (Continued)

File No. - 10   1/03/85   ELLISONORE,MO   A/C Reg. No. N20828   Time (Lcl) - 1230 CST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - SNOW
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND
6. WEATHER EVALUATION - NOT POSSIBLE - ATC PERSONNEL(FSS)

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,6

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                  Brief of Accident

   File No. -   19      1/13/85    INDEPENDENCE,MO          A/C Reg. No. N7025X           Time (Lcl) - 1530 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL                Fire                  Crew     0         0          0         1
     Flight Conducted Under     -14 CFR 91                     NONE                 Pass     0         0          0         0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150A                 Eng Make/Model  - CONTINENTAL O-200          ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines  -  1                            Stall Warning System - YES
     Max Gross Wt   -    1600                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power     -     100 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
       Method         - N/A                        INDEPENDENCE,MO
       Completeness   - N/A                     Destination                               Airport Data
     Basic Weather    - VMC                         LOCAL                                   INDEPENDENCE MEM
       Wind Dir/Speed- 231/012 KTS                                                          Runway Ident     - 18
       Visibility     -    10.0   SM           ATC/Airspace                                 Runway Lth/Wid   -  2570/   50
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - GRAVEL
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                    FULL STOP
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         STUDENT                               Current       - N/A        Total     -     12          Last 24 Hrs -      1
                                               Months Since  - N/A        Make/Model-     12          Last 30 Days-      2
                                               Aircraft Type - N/A        Instrument-      0          Last 90 Days-      5


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT MADE TWO GO-AROUNDS BECAUSE THE ACFT WAS BLOWN TO THE LEFT OF THE RWY. ACFT TOUCHED ON THIRD ATTEMPT, VEERED TO
THE LEFT AND CONTACTED A SNOWBANK.

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                                        Brief of Accident (Continued)

      File No. -   19       1/13/85    INDEPENDENCE,MO            A/C Reg. No. N7025X               Time (Lcl) - 1530 CST
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. WEATHER CONDITION - GUSTS
  3.   COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  5. WEATHER CONDITION - CROSSWIND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL

Finding(s)
  6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5
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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

     File No. - 191       2/17/85    LEE'S SUMMIT,MO          A/C Reg. No. N5704X          Time (Lcl) - 1330 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation        -PERSONAL                        Fire                 Crew     0        0        0       1
     Flight Conducted Under   -14 CFR 91                        NONE                Pass     0        0        0       3
     Accident Occurred During -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 320                Eng Make/Model - CONTINENTAL TSIO-470-B   ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt  -   4990                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -     5                     Rated Power    -    260 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method         - N/A                        HOT SPRINGS,AR
       Completeness   - N/A                      Destination                            Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                        MCCOMBS
       Wind Dir/Speed- 190/002 KTS                                                        Runway Ident     - 18
       Visibility     -   20.0   SM             ATC/Airspace                              Runway Lth/Wid   -  3000/   60
       Lowest Sky/Clouds  -    UNK/NR             Type of Flight Plan - VFR               Runway Surface   - ASPHALT
       Lowest Ceiling        - 10000 FT BROKEN    Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                     PRECAUTIONARY LANDING
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     50          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                              Current        - YES     Total        -   3632      Last 24 Hrs -      3
         SE LAND,ME LAND                         Months Since   -  7      Make/Model-        69      Last 30 Days-      0
                                                 Aircraft Type - UNK/NR   Instrument- UNK/NR         Last 90 Days-     57
                                                                          Multi-Eng -      1843      Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
WHEN PLT LOWERED LANDING GEAR HE DID NOT GET A SAFE INDICATION. GEAR APPEARED TO BE DOWN AND WARNING HORN DID NOT
SOUND WHEN THROTTLES WERE RETARDED; HOWEVER, NOSE GEAR COLLAPSED DURING LANDING ROLL. EXAMINATION OF SYSTEM DID NOT
REVEAL REASON FOR COLLAPSE BUT DAMAGE TO SYSTEM PRECLUDED VERIFICATION OF PROPER RIGGING.

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File No. - 191 2/17/85 LEE'S SUMMIT,MO A/C Reg. No. N5704X Time (Lcl) - 1330 CST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

      File No. -   56       2/17/85    WALDRON,MO               A/C Reg. No. N8541C           Time (Lcl) - 1715 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                   Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-20                   Eng Make/Model - LYCOMING O-290-D2       ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt    -    1950                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                       Rated Power     -     135 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
      Method          - N/A                          SAME AS ACC/INC
      Completeness    - N/A                       Destination                            Airport Data
    Basic Weather     - VMC                          LOCAL                                  NOAHS ARK
      Wind Dir/Speed- CALM                                                                  Runway Ident     - 33
      Visibility      -     10.0   SM             ATC/Airspace                              Runway Lth/Wid   -  2950/   30
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE                Type of Clearance   - NONE              Runway Status    - WET
      Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                      FULL STOP
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     54              Medical Certificate - NO MEDICAL
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
       NONE                                     Current       - N/A         Total      -    400        Last 24 Hrs -      2
                                                Months Since  - N/A         Make/Model-    200        Last 30 Days- UNK/NR
                                                Aircraft Type - N/A         Instrument-      0        Last 90 Days-      6


       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER INVERTED AFTER THE LEFT LANDING GEAR WHEEL CONTACTED SNOW ALONGSIDE THE RWY DURING A TOUCH AND GO.
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Brief of Accident (Continued)

File No. - 56 2/17/85 WALDRON,MO A/C Reg. No N8541C Time (Lcl) - 1715 CST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                     National Transportation Safety Board
                          Washington, D.C. 20594

                             Brief of Accident

    File No. -   33      2/27/85    LEE'S SUMMIT,MO          A/C Reg. No. N18664          Time (Lcl) - 0735 CST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                        Injuries
                                                            SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                    Fire                 Crew     0        0         0        1
    Flight Conducted Under    -14 CFR 91                    NONE                Pass     0        0         0        2
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 177B               Eng Make/Model - LYCOMING O-360-A1F6D     ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   2500                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power     -     180 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method        - N/A                        UNK/NR
      Completeness  - N/A                      Destination                          Airport Data
    Basic Weather   - VMC                        KIRKSVILLE,MO                         MCCOMAS-LEE'S SUMMIT MUN.
      Wind Dir/Speed- CALM                                                             Runway Ident     - 36
      Visibility    -    10.0   SM            ATC/Airspace                              Runway Lth/Wid   -  3000/   60
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling      - NONE                Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     56            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                             Current        - YES        Total     -    2559          Last 24 Hrs - UNK/NR
        SE LAND                             Months Since   - 15         Make/Model-     456          Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR      Instrument- UNK/NR           Last 90 Days-     62
                                                                        Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
UPON TAKEOFF, ACFT LIFTED OFF THE RWY AND SETTLED HARD BACK ONTO THE RWY. INSPECTION REVEALED ACFT WAS COVERED
WITH 1/4 TO 1/2 INCH OF SNOW & ICE WHEN THE TAKEOFF WAS ATTEMPTED.

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File No. - 33   2/27/85   LEE'S SUMMIT,MO   A/C Reg. No. N18664   Time (Lcl) - 0735 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. -    7       3/02/85    OSAGE BEACH,MO             A/C Reg. No. N541T             Time (Lcl) - 1600 CST
-------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                    Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                        Fire                     Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 91                        NONE                    Pass     0         0         0        0
    Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 35                        Eng Make/Model - CONTINENTAL IO-470-N     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3125                         Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                         Rated Power    -    260 HP
-------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                       ON AIRPORT
      Method         - N/A                             OSAGE BEACH,MO
      Completeness   - N/A                          Destination                              Airport Data
    Basic Weather    - VMC                             LOCAL                                    GRAND GLAIZE/ LINNCREEK
      Wind Dir/Speed- 090/010 KTS                                                               Runway Ident     - 14
      Visibility     -    15.0    SM               ATC/Airspace                                 Runway Lth/Wid   -  3205/   60
      Lowest Sky/Clouds  -     25000 FT THIN BKN     Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                  Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                        FULL STOP
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     54              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                    Current        - YES      Total      -     169          Last 24 Hrs -      1
        SE LAND                                    Months Since   -  5       Make/Model-      21          Last 30 Days- UNK/NR
                                                   Aircraft Type  - BE-35N   Instrument-       5          Last 90 Days-       3

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED TURBULENCE WAS ENCOUNTERED 1/2 MILE FROM THE RWY. NEAR THE APCH END OF THE RWY THE ACFT DROPPED SUDDENLY
CONTACTING THE TERRAIN SHORT OF THE THRESHOLD. THE ACFT CONTINUED ONTO THE RWY WHERE THE NOSE GEAR AND RT MAIN
GEAR COLLAPSED. THE ACFT THEN SLID OFF THE RT SIDE OF THE RWY.

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File No. - 7 3/02/85 OSAGE BEACH,MO A/C Reg. No. N541T Time (Lcl) - 1600 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPPOACH

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. TERRAIN CONDITION - GROUND
6. TERRAIN CONDITION - RUNWAY

Occurrence #3 GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)
7. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
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Brief of Accident

File No. - 55 3/15/85 PRINCETON,MO A/C Reg. No. N1040Z Time (Lcl) - 1055 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -KCMO RADIO
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - HUGHES 369HS
Landing Gear - HIGH SKID
Max Gross Wt - 2400
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PLATTSBURG,MO
Destination
PRINCETON,MO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 49
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 500D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 7050
Make/Model- 235
Instrument- 76
Last 24 Hrs - 5
Last 30 Days- 40
Last 90 Days- 175
Rotorcraft - 6850

Instrument Rating(s) - HELICOPTER

----Narrative----

THE HELICOPTERS TAIL ROTOR COLLIDED WITH POWER LINES DURING AN APCH TO AN OPEN FIELD. ACCORDING TO THE PLT, UPON DESCENDING ONTO THE FLD, THE ACFT BEGAN TO VIBRATE SEVERELY. CONSEQUENTLY, THE PLT LOST CONTROL AND THE HELICOPTER MADE TWO 360 DEGREE REVOLUTIONS (THE ACFTS NOSE SWINGING RIGHT) BEFORE CONTACTING THE GROUND AND COMING TO REST ON IT'S LEFT SIDE.

File No. - 55 3/15/85 PRINCETON,MO A/C Reg. No. N1040Z Time (Lcl) - 1055 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
1. OBJECT - WIRE,STATIC
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. TERRAIN CONDITION - OPEN FIELD
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. -   52      3/18/85    ROLLA,MO              A/C Reg. No. N714FT            Time (Lcl) - 2017 CST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                  Fire                  Crew       0        0        1        0
     Flight Conducted Under     -14 CFR 91                        NONE                Pass       0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 150M             Eng Make/Model  - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED          Number Engines  -  1                         Stall Warning System - YES
     Max Gross Wt    -    1600                 Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                 Rated Power     -     100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                  OFF AIRPORT/STRIP
       Method         - N/A                        CARBONDALE,IL
       Completeness   - N/A                     Destination                          Airport Data
     Basic Weather    - VMC                        ROLLA,MO
       Wind Dir/Speed- 230/008 KTS                                                     Runway Ident     - N/A
       Visibility     -    15.0   SM            ATC/Airspace                           Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - VFR            Runway Surface   - N/A
       Lowest Ceiling        - NONE               Type of Clearance   - NONE           Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - NIGHT(BRIGHT)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     23             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         STUDENT                                 Current        - N/A       Total       -     26        Last 24 Hrs - UNK/NR
                                                 Months Since   - N/A       Make/Model-       26        Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A       Instrument-        2        Last 90 Days-     25


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DUE TO THE STUDENT PLTS MISCALCULATION OF THE ACFT'S RATE OF FUEL CONSUMPTION THE ACFT RAN OUT OF FUEL APRX 2 MILES
FROM THE ROLLA DOWNTOWN ARPT. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE UPON COLLIDING WITH TREES DURING THE NIGHT
FORCED LANDING. THIS WAS THE PLTS FIRST SOLO X-COUNTRY FLT.

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Brief of Accident (Continued)

File No. - 52 3/18/85 ROLLA,MO A/C Reg. No. N714FT Time (Lcl) - 2017 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - TREE(S)
6. TERRAIN CONDITION - NONE SUITABLE
7. LIGHT CONDITION - NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 71 4/01/85 KANSAS CITY,MO A/C Reg. No. N11HE Time (Lcl) - 1530 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - EHLERS STARDUSTER ESA300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - LYCOMING O-435-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 190 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DES MOINES,IA
Destination
KANSAS CITY,MO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
KANSAS CITY DOWNTOWN
Runway Ident - 36
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2700
Make/Model- 500
Instrument- 20
Multi-Eng - 300

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 35

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT DURING THE LANDING ROLL HE NOTICED AN ACFT LANDING BEHIND HIS AND THEREFORE VEERED HIS ACFT TO THE RIGHT OF RWY 36 TRAVELING ABOUT 45 MPH. DURING THE MANEUVER THE PLT FELT THE RIGHT GEAR GIVE AND THE ACFT CONSEQUENTLY GROUND LOOPED TWICE TO THE RIGHT RESULTING IN THE COLLAPSE OF THE RIGHT WING AND GEAR. THE RIGHT STRUT ATTACHMENT BOLT WAS FOUND ON RWY 36 AND SHOWED SIGNS OF SEPARATION DUE TO TENSION LOADS.

Brief of Accident (Continued)

File No. - 71 4/01/85 KANSAS CITY,MO A/C Reg. No. N11HE Time (Lcl) - 1530 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 113 2/16/85 PONTOTOC,MS A/C Reg. No. N2512F Time (Lcl) - 1330 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/007 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - 1500/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 290
Make/Model- 14
Instrument- 2
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 12
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT RAN OFF THE END OF THE 1500 FT WET & SOGGY SOD RWY DURING TAKEOFF GROUND RUN. THE PLT STATED THAT HE DID NOT REALIZE THAT HE WAS NOT GOING TO LIFTOFF , UNTIL THE ACFT WAS TOO FAR DOWN THE RWY TO STOP ON THE REMAINING RWY SURFACE.

Brief of Accident (Continued)

File No. - 113 2/16/85 PONTOTOC,MS A/C Reg. No. N2512F Time (Lcl) - 1330 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. ABORTED TAKEOFF - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. -   27      1/04/85   BILLINGS,MT              A/C Reg. No. N6750C            Time (Lcl) - 1825 MST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor    None
    Type of Operation          -BUSINESS                     Fire               Crew      0         0         1        0
    Flight Conducted Under     -14 CFR 91                     NONE              Pass      0         0         0        1
    Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH B36TC              Eng Make/Model - CONTINENTAL TSIO-520-UB   ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2338                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                            Airport Proximity
    Wx Briefing     - UNK/NR                     Last Departure Point                 ON AIRPORT
      Method        - UNK/NR                       SEATTLE,WA
      Completeness  - WEATHER NOT PERTINENT       Destination                        Airport Data
    Basic Weather   - VMC                          BILLINGS,MT                          LOGAN
      Wind Dir/Speed- 220/017 KTS                                                       Runway Ident     - 22
      Visibility    -    20.0   SM               ATC/Airspace                           Runway Lth/Wid   -  5704/  150
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - IFR            Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - IFR            Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - NIGHT(BRIGHT)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     46              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current       - YES        Total       - UNK/NR        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since  -  4         Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT USED CANNULA CONNECTED TO PORTABLE OXYGEN SYSTEM DURING CLIMB STARTING AT 11,000 FT MSL. AT FL 170 PLT SWITCHED
TO A MASK CONNECTED TO ACFT OXYGEN STSTEM. AT FL 250, PLT COMPLAINED OF STOMACH PAINS FOR APRX 1/2 HR. PLT THEN
STATED TO HIS SON THAT HIS OXYGEN SMELT BAD, THE MASK WAS AWKWARD TO USE AND IT FIT POORLY. AT THIS TIME THE PLT
USED THE MASK AND CANNULA TOGETHER. THE ACFT OXYGEN SYSTEM WAS CHECKED AND INDICATED A POSITIVE FLOW WITH A BOTTLE
PRESSURE OF 1500 PSI. PLT THEN BEGAN SHOWING SIGNS OF HYPOXIA AND SUBSEQUENTLY DRIFTED IN AND OUT OF CONSIOUSNESS.
PLTS SON TOOK OVER CONTROLS, DECLARED AN EMERGENCY AND FLEW THE ACFT UNTIL FINAL APCH WHEN THE PLT TOOK CONTROL OF
ACFT. PLT DIVED ACFT ON SHORT FINAL AND SON PULLED BACK ON YOKE. ACFT CONTACTED GROUND SHORT OF THE RWY. INSPECTION OF
THE ACFT OXYGEN SYSTEM REVEALED NO MECHANICAL MALFUNCTION.  HOWEVER, THE OXYGEN BOTTLE REPORTEDLY HAD AN APRX DEW POINT
OF -35 DEG F. OXYGEN USED FOR AVIATION IS REQUIRED TO HAVE A DEW POINT OF -83 DEG F OR LESS.
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Brief of Accident (Continued)

File No. - 27 1/04/85 BILLINGS,MT A/C Reg. No. N6750C Time (Lcl) - 1825 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)
1. OXYGEN SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(ANOXIA/HYPOXIA) - PILOT IN COMMAND
3. AIRCRAFT HANDLING - PERFORMED - UNQUALIFIED PERSON

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. CONTROL INTERFERENCE - IMPROPER - PILOT IN COMMAND
5. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
6. REMEDIAL ACTION - ATTEMPTED - UNQUALIFIED PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 65   2/24/85   POLSON,MT   A/C Reg. No. N8676C   Time (Lcl) - 1700 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/025 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
POLSON
Runway Ident - 18
Runway Lth/Wid - 4200/ 60
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 562
Make/Model- 6
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED A 35 KT GUST OF WIND FROM THE NORTH LIFTED THE TAIL OF THE ACFT TO THE LEFT. THE ACFT VEERED RIGHT, CONTACTED A SNOW BANK AND NOSED OVER. THE PLT WAS TAXIING ON RWY 18 AFTER LANDING WHEN THE ACCIDENT OCCURRED.

File No. - 65 2/24/85 POLSON,MT A/C Reg. No. N8676C Time (Lcl) - 1700 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TAILWIND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

    File No. - 200       5/13/85    RAPELJE,MT              A/C Reg. No. N44260           Time (Lcl) - 1515 MDT
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----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                          Injuries
                                                              DESTROYED                     Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION           Fire                      Crew   0        0        0        1
    Flight Conducted Under     -14 CFR 137                    NONE                     Pass   0        0        0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-36                  Eng Make/Model - LYCOMING IO-720-A1B     ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    4800                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       1                      Rated Power    -     375 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                           Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 220/005 KTS                                                         Runway Ident     - 22
      Visibility     -   50.0   SM              ATC/Airspace                               Runway Lth/Wid   -  2600/   50
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRAVEL
      Lowest Ceiling          - NONE               Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAWN
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     26           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                            Current        - YES      Total      -    1881        Last 24 Hrs - UNK/NR
         SE LAND                               Months Since   - 15       Make/Model-     500         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument- UNK/NR          Last 90 Days-     16
                                                                         Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SETTLED BACK TO GROUND CONTACT AFTER REACHING AN ALT (EST BY THE PLT) OF 60 FT AGL DURING TAKEOFF INITIAL
CLIMB. THE PLT STATED THAT HE RECOGNIZED THE ACFT WAS SETTLING TOWARD THE GROUND & NOTICED A DISSIPATION OF AIRSPEED.
THE PLT SAID THAT HE THEN "ELECTED TO HOLD LOAD AS LONG AS POSSIBLE BEFORE DUMPING. I DUMPED THE LOAD 20 FT ABOVE
THE POINT WHERE I KNEW I WAS GOING TO IMPACT THE GROUND." THE DENSITY ALT WAS COMPUTED TO BE 4700 FT (ARPT FLE 3800 FT)
BY THE IIC. IN THE AREA OF THE PLTS REPORT RESERVED FOR RECCOMMENDATIONS FOR PREVENTION (OF THIS ACCIDENT TYPE) THE
PLT WROTE "I BELIEVE THAT I GOT INTO A SITUATION KNOWN AS'REGION OF REVERSE COMMAND.'" THE DEFINITION OF THIS PHENOMENON
DESCRIBES AN AERODYNAMIC SITUATION IN WHICH THE TOTAL DRAG OF THE ACFT INCREASES AS THE AIRSPEED DECREASES. THIS DRAG
INCREASES TO A POINT WHERE INSUFFICIENT POWER IS AVAILABLE TO MAINTAIN ALTITUDE. THE PLT ALSO REPORTED THAT THE ACFT
LOAD CONSISTED OF 200 GALLONS OF 2,4,D & ROUNDUP, IN ADDITION TO 55 GALLONS OF AVIATION FUEL ON BOARD.
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File No. - 200 5/13/85 RAPELJE,MT A/C Reg. No. N44260 Time (Lcl) - 1515 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
4. ROTATION - PREMATURE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
7. LOAD JETTISON - DELAYED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
9. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,EMOTIONAL REACTION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
11. TERRAIN CONDITION - ROUGH/UNEVEN
12. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

   File No. -  102       3/23/85    LIBERTY,NC                A/C Reg. No. N9438             Time (Lcl) - 1245 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                               DESTROYED                   Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                       Fire                  Crew     1        0        0        0
   Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0        0
   Accident Occurred During   -MANEUVERING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - GROSS TAYLOR TITCH          Eng Make/Model - CONTINENTAL C90-12F     ELT Installed/Activated - NO -N/A
   Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
   Max Gross Wt  -     745                     Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats  -       1                     Rated Power     -      90 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                             Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                  OFF AIRPORT/STRIP
     Method         - N/A                        LIBERTY,NC
     Completeness   - N/A                     Destination                         Airport Data
   Basic Weather    - VMC                        MADISON,NC                           CAUSEY
     Wind Dir/Speed- 270/010 KTS                                                      Runway Ident     - N/A
     Visibility     -     5.0   SM           ATC/Airspace                             Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE             Runway Surface   - ASPHALT
     Lowest Ceiling         - NONE             Type of Clearance   - NONE             Runway Status    - DRY
     Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     44            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         STUDENT                               Current        - N/A      Total       -    322       Last 24 Hrs - UNK/NR
                                               Months Since   - N/A      Make/Model-     313       Last 30 Days- UNK/NR
                                               Aircraft Type - N/A       Instrument-       0       Last 90 Days-      17


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO WITNESSES INTERVIEWED, PILOT MADE A TAKEOFF ON RUNWAY 2, HOLDING THE PLANE JUST A FEW FEET OFF THE
RUNWAY WITH A STEEP PULL UP AT THE END OF THE RUNWAY. IT WAS THEN OBSERVED DOING A STEEP BANK, LOW ALTITUDE 180 DEGREE
TURN AND PROCEEDED DIAGONALLY BACK ACROSS THE RUNWAY AT AN ALTITUDE LESS THAN 25 FEET AND MADE ANOTHER STEEP PULL-UP
AND ANOTHER STEEP TURN AT WHICH TIME THE AIRPLANE FLEW INTO THE GROUND.

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Brief of Accident (Continued)

File No. - 102 3/23/85 LIBERTY,NC A/C Reg. No. N9438 Time (Lcl) - 1245 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND
6. CLEARANCE - IMPROPER - PILOT IN COMMAND
7. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 21 1/05/85 NEWBURG,ND A/C Reg. No. N5046C Time (Lcl) - 1600 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING UNK
Number Engines - 1
Engine Type - UNK/NR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - SNOW
Runway Status - SNOW - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 798
Make/Model- 798
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

PLT ATTEMPTED TAKEOFF ON A SLIPPERY, SNOW COVERED FIELD WITH A 45 DEGREE X-WIND. ACFT VEERED DURING THE TAKEOFF GROUND RUN AND LEFT MAIN GEAR SHEARED OFF AFTER CONTACTING A SNOWBANK.

Brief of Accident (Continued)

File No. - 21 1/05/85 NEWBURG,ND A/C Reg. No. N5046C Time (Lcl) - 1600 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
8. TERRAIN CONDITION - SNOWBANK

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
9. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -  198      3/21/85    GRAND FORKS,ND            A/C Reg. No. N2562S            Time (Lcl) - 1000 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
  Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
  Type of Operation          -INSTRUCTIONAL                 Fire              Crew       0        0        0        2
  Flight Conducted Under     -14 CFR 91                      NONE             Pass       0        0        0        0
  Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
  Make/Model      - PIPER PA 18-150              Eng Make/Model - LYCOMING O-320-A2B      ELT Installed/Activated - YES/NO
  Landing Gear    - TAILWHEEL-ALL FIXED          Number Engines -  1                         Stall Warning System - YES
  Max Gross Wt    -    1750                      Engine Type    - RECIPROCATING-CARBURETOR
  No. of Seats    -       2                      Rated Power    -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
        Method         - N/A                         SAME AS ACC/INC
        Completeness   - N/A                    Destination                               Airport Data
      Basic Weather    - VMC                        LOCAL                                   GRAND FORKS
        Wind Dir/Speed- 320/005 KTS                                                         Runway Ident     - 17
        Visibility     -   10.0   SM            ATC/Airspace                                Runway Lth/Wid   -  3400/  100
        Lowest Sky/Clouds  -      2500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - CONCRETE
        Lowest Ceiling          - NONE             Type of Clearance    - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     25             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       ATP                                     Current        - YES        Total        -    3291        Last 24 Hrs -       3
       SE LAND                                 Months Since   -  1         Make/Model-        20         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument- UNK/NR            Last 90 Days-      24
                                                                           Multi-Eng  - UNK/NR           Rotorcraft   - UNK/NR

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ON MARCH 21, 1985, A PIPER PA 18 GROUND LOOPED ON LANDING ROLLOUT AT GRAN FORKS, ND. THE INSTRUCTOR STATED THE AIRCRAFT
ACCIDENT OCCURRED WHEN HE WAS CHECKING OUT ANOTHER FLIGHT INSTRUCTOR IN THE TAILWHEEL AIRPLANE. DURING THE LANDING ROLL
OUT THE AIRPLANE "GOTAWAY" FROM THE STUDENT INSTRUCTOR IN THE FRONT SEAT. THE AIRPLANE GROUNDLOOPED TO THE RIGHT AND
BENT THE LEFT WING SPAR.

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File No. - 198 3/21/85 GRAND FORKS,ND A/C Reg. No. N2582S Time (Lcl) - 1000 CST

Occurrence #1 LOSS OF CONTROL ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                                             National Transportation Safety Board
                                                     Washington, D.C. 20594

                                                        Brief of Accident

       File No. - 141        7/19/85    SYKESTON,ND                A/C Reg. No. N739GA             Time (Lcl) - 1000 CDT
------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation           -BUSINESS                       Fire                 Crew      0         0         0         1
      Flight Conducted Under      -14 CFR 91                       NONE                Pass      0         0         0         0
      Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172                         Eng Make/Model - LYCOMING O-320-H2AD      ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-FIXED                     Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -   2300                             Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                             Rated Power    -    160 HP
------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                 Airport Proximity
      Wx Briefing      - FSS                            Last Departure Point                      OFF AIRPORT/STRIP
        Method         - TELEPHONE                        MONTPELIER,ND
        Completeness   - WEATHER NOT PERTINENT         Destination                             Airport Data
      Basic Weather    - VMC                              SAME AS ACC/INC
        Wind Dir/Speed- 300/005 KTS                                                               Runway Ident     - N/A
        Visibility    -    20.0   SM                  ATC/Airspace                                Runway Lth/Wid   -  3000-N/A
        Lowest Sky/Clouds  -     CLEAR                  Type of Flight Plan - NONE                Runway Surface   - GRAVEL
        Lowest Ceiling        - NONE                    Type of Clearance   - NONE                Runway Status    - DRY
        Obstructions to Vision- NONE                    Type Apch/Lndg      - STRAIGHT-IN                            ROUGH
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     59            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                 Current        - YES      Total      - UNK/NR          Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since  -  2        Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT SAID HE MADE A NORMAL LANDING ON AN AERIAL APPLICATION AIRSTRIP. DURING THE ROLLOUT THE PLT SPOTTED AN UNMARKED
MAIL BOX. THE PLT SAID HE SWERVED TO AVOID COLLIDING WITH THE MAIL BOX. THE ACFT WENT OFF THE SIDE OF THE STRIP AND
INTO A FIELD. THE PLT SAID HE WAS NOT TOLD THAT THE OBSTRUCTION HAD BEEN INSTALLED.

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File No. - 141 7/19/85 SYKESTON,ND A/C Reg. No. N739GA Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,OBSTRUCTION MARKING - UNAVAILABLE
2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
3. OBJECT - OBJECT

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -   12       1/02/85   PAWNEE CITY,NE          A/C Reg. No. N7138F          Time (Lcl) - 1430 CST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew      0        1        0        0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      1        0        0        0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 150F                 Eng Make/Model - CONTINENTAL O-200      ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED              Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt  -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       3                     Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                        TECUMSEH,NE
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed - 220/004 KTS                                                        Runway Ident     - N/A
      Visibility     -    20.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling       - 25000 FT BROKEN       Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     32              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current      - YES     Total      -     492        Last 24 Hrs - UNK/NR
        SE LAND                               Months Since  - 15     Make/Model-     202        Last 30 Days- UNK/NR
                                              Aircraft Type - C-150F  Instrument-       0        Last 90 Days-       9


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
PLT AND PASSENGER DEPARTED TO FLY OVER A GROUP OF FRIENDS WHO WERE ON A COYOTE HUNT. WITNESS STATED THE ACFT
APPROACHED FROM THE NE APRX 300 FT AGL. ACFT THEN MADE A LEFT CRCLING TURN AND WAS DESCRIBED AS FLYING VERY SLOW. AFTER
COMPLETING APRX 360 DEGREES OF TURN, THE ACFT'S SPEED REDUCED AND IT ROLLED FROM SIDE TO SIDE BEFORE CONTACTING
THE GROUND.

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Brief of Accident (Continued)

File No. - 12 1/02/85 PAWNEE CITY,NE A/C Reg. No. N7133F Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  97       1/04/85   NEWARK,NJ                 A/C Reg. No. N1106M          Time (Lcl) - 1505 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                           Injuries
                                                             MINOR                        Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                     Fire                  Crew      0        0        0       1
    Flight Conducted Under    -14 CFR 91                     NONE                 Pass      1        0        0       1
    Accident Occurred During  -STANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 500D              Eng Make/Model - ALLISON 250-C20B       ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                     Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    3000                  Engine Type     - TURBOSHAFT
    No. of Seats   -       4                  Rated Power     -     317 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
      Method         - N/A                        JAMAICA,NY
      Completeness   - N/A                    Destination                           Airport Data
    Basic Weather    - VMC                        NEWARK,NJ                            HELISTOP
      Wind Dir/Speed- CALM                                                              Runway Ident     - UNK/NR
      Visibility     -     8.0   SM          ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     3500 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - UNK/NR
      Lowest Ceiling        -  5000 FT BROKEN     Type of Clearance   - NONE            Runway Status    - UNK/NR
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - FREEZING RAIN
      Condition of Light    - DAWN
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     34           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        ATP                                     Current        - YES      Total        -   4000     Last 24 Hrs  - UNK/NR
        SE LAND,ME LAND                         Months Since   -  8       Make/Model-     2000     Last 30 Days- UNK/NR
        HELICOPTER                              Aircraft Type  - 206      Instrument-      105     Last 90 Days- UNK/NR
                                                                          Multi-Eng  -       22     Rotorcraft   -    4000

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE RIGHT FRONT SEAT PASSENGER DEPLANED AND WALKED REARWARD TO RETREIVE HIS LUGGAGE FROM THE LEFT REAR SEAT OF THE
HELICOPTER DURING THE COOLING DOWN STAGE OF THE ENGINE SHUTDOWN. AFTER DEPLANNING HE PROCEEDED REARWARD UNDER THE MAIN
ROTOR WASH. WHEN REAR OF THE TAIL ROTOR HE WALKED INTO THE ROTATING BLADES.

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Brief of Accident (Continued)

File No. - 97 1/04/85 NEWARK,NJ A/C Reg. No. N1106M Time (Lcl) - 1505 EST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are Finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

     File No. -   15       1/02/85    LORDSBURG,NM              A/C Reg. No. N101PQ           Time (Lcl) - 1650 MST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                     Fire                  Crew     0         0        1        0
    Flight Conducted Under      -14 CFR 91                     NONE                 Pass     0         0        4        0
    Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 210B                Eng Make/Model - CONTINENTAL IO-470-S     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3000                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       5                    Rated Power    -    260 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                          RIALTO,CA
      Completeness   - N/A                        Destination                        Airport Data
    Basic Weather    - VMC                          CARLSBAD,NM
      Wind Dir/Speed- 150/007 KTS                                                      Runway Ident     - N/A
      Visibility     -    80.0   SM              ATC/Airspace                          Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -      CLEAR               Type of Flight Plan - NONE          Runway Surface   - N/A
      Lowest Ceiling         - NONE                Type of Clearance   - NONE          Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      56           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current        - YES       Total      -     565        Last 24 Hrs - UNK/NR
        SE LAND                              Months Since   -  7        Make/Model-      23         Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR    Instrument- UNK/NR          Last 90 Days-     22
                                                                        Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT DURING THE FLT THE RT FUEL TANK WAS USED UNTIL EMPTY AT WHICH TIME THE LEFT TANK WAS SELECTED. APRX
20 MINUTES AFTER SWITCHING TANKS AND 2 HRS 35 MINUTES AFTER DEPARTURE, THE ENGINE BACKFIRED AND SUBSEQUENTLY QUIT.
A FORCED LANDING WAS MADE DURING WHICH TIME ACFT NOSED DOWN AFTER CONTACTING A SAND DOME. INVESTIGATION REVEALED THAT
DURING THE 4 MONTHS WHICH THE PLT OWNED THE ACFT HE HAD TO HAVE THE FUEL SYSTEM CLEANED TWICE BECAUSE OF SEDIMENT.
INSPECTION OF THE ACFT DISCLOSED SEDIMENT IN THE FUEL PUMPS AND SADDLE TANKS. THE SEDIMENT WAS CLEANED OUT AND
THE ENGINE WOULD NOT RUN LONGER THEN APRX 2 MINUTES ON EITHER TANK. THE FUEL SYSTEM WAS THOROUGHLY CHECKED AND
THE ONLY DISCREPANCY NOTED WAS EXCESSIVE PLAY IN THE FUEL SELECTOR VALVE.

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Brief of Accident (Continued)

File No. - 15 1/02/85 LORDSBURG,NM A/C Reg. No. N101PQ Time (Lcl) - 1650 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. BLEED AIR SYSTEM,VALVE - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. -  166       2/17/85    BELEN,NM                 A/C Reg. No. N6381F            Time (Lcl) - 1310 MST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew      0         0         0       1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      0         0         0       1
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 337               Eng Make/Model - CONTINENTAL IO-360-C      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE     Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt  -    4800                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       6                  Rated Power    -     210 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                   ON AIRPORT
      Method         - UNK/NR                      ALBUQUERQUE,NM
      Completeness   - WEATHER NOT PERTINENT      Destination                         Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                      ALEXANDER
      Wind Dir/Speed- 360/005 KTS                                                       Runway Ident      - 03
      Visibility     -   60.0   SM             ATC/Airspace                             Runway Lth/Wid    -  4800/   60
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE             Runway Surface    - ASPHALT
      Lowest Ceiling     -    NONE               Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation      -    NONE                                     FULL STOP
      Condition of Light -    DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     54         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review               Flight Time (Hours)
        PRIVATE                             Current      - YES       Total       -    460       Last 24 Hrs -      0
        ME LAND                             Months Since -  6        Make/Model-      273       Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument-        0       Last 90 Days-     12
                                                                     Multi-Eng -      273

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LANDED GEAR UP DURING A PRACTICE OF TOUCH AND GO LANDINGS. THE PRIVATE PLT CHANGED HIS CHOICE OF RWYS DURING
THE APPROACH. IN A POST ACCIDENT INTERVIEW HE STATED THAT HE RAISED THE LNDG GEAR & FORGOT TO RE-EXTEND IT AFTER
WSTABLISHING A NEW APPROACH PATTERN FOR THE NEXT LNDG ON RWY 03. THE PREVIOUS LNDGS WERE ON RWY 21. THE WIND WAS
REPORTED AS FROM 360 DEGS AT 05 KTS WITH GUSTS TO 10 KTS. THE PLT REPORTED ON HIS WRITTEN FORM THAT THERE WAS "NOT MUCH
WIND AND NO TRAFFIC". HIS RECOMMENDATION--"NEVER FAIL TO DO A GUMP CHECK BEFORE LANDING". THIS ACCIDENT OCCURRED AT AN
UNCONTROLLED (UNMANNED/NON-EXISTANT TWR) ARPT.
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File No. - 166 2/17/85 BELEN,NM A/C Reg. No. N6381F Time (Lcl) - 1310 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - POOR - PILOT IN COMMAND
5. PLANNED APPROACH - CONFLICTING - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

  File No. -   72       3/10/85    ARROYO SECO,NM            A/C Reg. No. N2242C            Time (Lcl) - 1600 MST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             DESTROYED                  Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                    Fire                 Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                    NONE                Pass     0        0        0       1
    Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 180                 Eng Make/Model - CONTINENTAL O-470-A     ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    2550                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power    -    225 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                             Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                  ON AIRSTRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                          Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 280/015 KTS                                                       Runway Ident     - 15
      Visibility     -    40.0    SM            ATC/Airspace                            Runway Lth/Wid   -  1000/  150
      Lowest Sky/Clouds  -     3000 FT            Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
      Lowest Ceiling     -     3000 FT BROKEN     Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation      - RAIN
      Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      32              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current          - YES      Total        -    159       Last 24 Hrs - UNK/NR
        SE LAND                               Months Since   -  9         Make/Model-       94       Last 30 Days- UNK/NR
                                              Aircraft Type - C-180       Instrument-        2       Last 90 Days-      69

      Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH TREES OFF THE END OF THE 1000 FT LONG GRASS AIRSTRIP DURING AN ABORTED TAKEOFF ATTEMPT.
CALCULATIONS SHOW IT WOULD HAVE TAKEN APRX 1171 FT FOR THE PLT TO SUCCESSFULLY PERFORM THE ABORTED TAKEOFF.
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Brief of Accident (Continued)

File No. - 72 3/10/85 ARROYO SECO,NM A/C Reg. No. N2242C Time (Lcl) - 1600 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

     File No  -  140       3/14/85    ANGEL FIRE,NM           A/C Reg. No. N5515G           Time (Lcl) - 1000 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation            -PERSONAL                      Fire                  Crew      0         0         0        1
    Flight Conducted Under       -14 CFR 91                      NONE                 Pass      0         0         0        0
    Accident Occurred During     -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model       - CESSNA 310                 Eng Make/Model  - CONTINENTAL IO-470      ELT Installed/Activated - UNK/NR
    Landing Gear     - TRICYCLE-RETRACTABLE       Number Engines  -  2                          Stall Warning System - YES
    Max Gross Wt     -    5200                    Engine Type     - RECIP-FUEL INJECTED
    No. of Seats     -       6                    Rated Power     -    260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRPORT
      Method         - N/A                           UNK/NR
      Completeness   - N/A                        Destination                              Airport Data
    Basic Weather    - VMC                           ANGEL FIRE,NM                            ANGEL FIRE
      Wind Dir/Speed- 130/006 KTS                                                            Runway Ident      - 17
      Visibility     -    40.0   SM              ATC/Airspace                                Runway Lth/Wid   -  8600/   75
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - UNK/NR              Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE               Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     47              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
        PRIVATE                                 Current      - UNK/NR     Total        - UNK/NR        Last 24 Hrs  - UNK/NR
        SE LAND,ME LAND                         Months Since - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT TOUCHED DOWN 1500 FT SHORT OF THE RWY AND THE NOSE GEAR COLLAPSED. THE TAXIWAYS WERE ROUGH AND SOFT YELLOW
CHEVRONS WERE PAINTED ON THE TAXIWAYS, AT THE APCH END OF THE RWY. THE PLT STATED THAT HE WAS CONCENTRATING ON THE
APCH AND DID NOT SEE THE CHEVRONS.
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                                   Brief of Accident (Continued)

      File No. -  140       3/14/85    ANGEL FIRE,NM               A/C Reg. No. N5515G             Time (Lcl) - 1000 MST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1           UNDERSHOOT
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  3. DISTANCE - NOT CORRECTED - PILOT IN COMMAND
  4.      IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
  5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2           NOSE GEAR COLLAPSED
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)
  6. TERRAIN CONDITION - SOFT
  7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
  8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8
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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No  -  103       2/13/85    LAS VEGAS,NV            A/C Reg. No. N731EZ           Time (Lcl) - 1819 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                    Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                    NONE                   Pass     0        0        0        1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA P210              Eng Make/Model - CONTINENTAL TSIO-520P    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    4000                  Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power     -     310 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
      Method         - N/A                      BULLHEAD CITY,AZ
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                      LAS BEGAS,NV                             LAS VEGAS
      Wind Dir/Speed- 170/006 KTS                                                      Runway Ident      - 19
      Visibility     -   15.0   SM          ATC/Airspace                                 Runway Lth/Wid    -  9776/  150
      Lowest Sky/Clouds  -     25000 FT       Type of Flight Plan - NONE                  Runway Surface    - ASPHALT
      Lowest Ceiling       - 25000 FT BROKEN  Type of Clearance   - VFR                   Runway Status     - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                   FULL STOP
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     49           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                           Current         - YES       Total      -    416        Last 24 Hrs -        1
        SE LAND                           Months Since    - 12        Make/Model-      93        Last 30 Days- UNK/NR
                                          Aircraft Type   - C-182     Instrument-      42        Last 90 Days-       22

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HYDRAULIC POWER PACK RESERVOIR WAS DEPLETED FROM A LEAK IN THE HAND PUMP SUCTION LINE, WHICH HAD BEEN CHAFED
THROUGH BY INTERFERENCE WITH THE RIGHT RUDDER CABLE. APPARENTLY, THERE WAS SUFFICIENT BACK PRESSURE REMAINING TO LOWER
AND LOCK THE NOSE GEAR, BUT THE MAIN GEAR NEVER EXTENDED BEYOND THE OVER-CENTER LOCKS AND COLLAPSED DURING THE LANDING
ROLL. THE LANDING GEAR WARNING HORN WAS IMPROPERLY RIGGED AND NOT FUNCTIONAL. THE PILOT STATED HE OBSERVED A GEAR-
DOWN INDICATION (LIGHT). THE INDICATING SYSTEM WAS FOUND TO BE PROPERLY CALIBRATED; HOWEVER, IT COULD NOT HAVE
DISPLAYED A GEAR-DOWN LIGHT UNLESS THE MAIN GEAR WERE FULLY EXTENDED. THE PILOT'S STATEMENT IS IN ERROR IN THIS REGARD.
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Brief of Accident (Continued)

File No. - 103   2/16/85   LAS VEGAS,NV   A/C Reg. No. N731EZ   Time (Lcl) - 1819 PST

Occurrence #1   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
1. HYDRAULIC SYSTEM,LINE - CHAFED
2. GEAR DOWN AND LOCKED - MISREAD - PILOT IN COMMAND
3. LANDING GEAR,GEAR WARNING SYSTEM - FALSE INDICATION
4. FLUID,HYDRAULIC - LOSS,TOTAL

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
5. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 44   2/17/85   RENO,NV   A/C Reg. No. N33883   Time (Lcl) - 1455 PST

---Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - SCHWEIZER SGS-126E
Landing Gear - HULL
Max Gross Wt - 800
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/035 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

GLIDER

Age - 70
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total -	58	Last 24 Hrs -	1
Make/Model-	34	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

----Narrative----

STUDENT GLIDER PILOT WAS RIDGE FLYING IN THERMALS THEN LIFT DROPPED OFF. THE ACFT TURNED DOWNWIND, AWAY FROM RISING TERRAIN AND THE PLT MADE AN EMERGENCY OFF APPT LANDING.

Brief of Accident (Continued)

File No. - 44 2/17/85 RENO,NV A/C Reg. No. N33883 Time (Lcl) - 1455 PST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CLIMB

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

   File No. -  105      3/12/85    FISH LAKE VALLE,NV        A/C Reg. No. N2965A          Time (Lcl) - 1810 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI        Aircraft Damage                     Injuries
    Name of Carrier           -DESERT SOUTHWEST AIRLINES  SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire              Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 135                   NONE              Pass     0        0        0        2
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-300          Eng Make/Model - LYCOMING IO-540-K1G5     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   3400                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      7                   Rated Power    -     300 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                   ON AIRPORT
      Method         - UNK/NR                     COTTONWOOD LAND,AZ
      Completeness   - FULL                    Destination                           Airport Data
    Basic Weather    - VMC                        FISH LAKE VALLE,NV                    NORTH VALLEY
      Wind Dir/Speed- 360/010 KTS                                                        Runway Ident     - UNK/NR
      Visibility    -    50.0   SM            ATC/Airspace                               Runway Lth/Wid   -  5300/   50
      Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - VFR               Runway Surface   - DIRT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      64          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL,ATP,CFI                    Current         - YES      Total        -  24682      Last 24 Hrs -      2
        SE LAND,ME LAND                       Months Since    -  5       Make/Model   -    154      Last 30 Days- UNK/NR
                                              Aircraft Type    UNK/NR    Instrument   -   1330      Last 90 Days-    113
                                                                         Multi-Eng    -  21467

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LANDING ROLL THE ACFT VEERED SHARPLY TO THE LEFT AND STRUCK AN IRRIGATION SPRINKLING SYSTEM. THE OPERATOR
DISCOVERED THAT THE VALVE STEM TO THE TIRE HAD BROKEN AND THE PLT HAD LANDED WITH A FLAT TIRE.
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File No. - 105 3/12/85 FISH LAKE VALLE,NV A/C Reg. No. N2965A Time (Lcl) - 1810 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,TIRE - INADEQUATE

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 172   4/06/85   CARNEY,OK   A/C Reg. No. N8052T   Time (Lcl) - 1645 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
OKLAHOMA CITY,OK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - 1200/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER

Instrument Rating(s) - AIRPLANE

Age - 27
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 837
Make/Model- 649
Instrument- 95
Multi-Eng - 176
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 6

----Narrative----

PLT ATTEMPTED TO ABORT TAKEOFF FROM GRASS STRIP MOWED IN PASTURE. PLT LOST CONTROL AND ACFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT RAN OFF RWY AND COLLIDED WITH DIRT BANK RWY ESTIMATED TO BE BETWEEN 1,000 FT TO 1200 FT LONG.

Brief of Accident (Continued)

File No. - 172 4/06/85 CARNEY,OK A/C Reg. No. N8052T Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -   96      4/10/85    ROSSTON,OK               A/C Reg. No. N5073F           Time (Lcl) - 1749 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                    Injuries
                                                              DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -AERIAL APPLICATION           Fire               Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 137                    NONE              Pass      0         0         0         0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - FAIRCHILD HILLER FH-1100       Eng Make/Model - DETR. DIESEL 250-C18B    ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                           Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2530                        Engine Type    - TURBOSHAFT
     No. of Seats   -       4                        Rated Power    -     278 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                         Destination                             Airport Data
     Basic Weather    - VMC                            LOCAL
       Wind Dir/Speed- 045/004 KTS                                                             Runway Ident     - N/A
       Visibility     -   15.0   SM                ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - DIRT
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING                            ROUGH
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     46            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                              Current        - YES       Total      -    919         Last 24 Hrs -      0
         SE LAND                                 Months Since   -  1        Make/Model-     406         Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - UNK/NR     Instrument-       0         Last 90 Days-     87
                                                                                                        Rotorcraft   -   919

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT STATED ENGINE LOST POWER DURING TAKEOFF CLIMB DUE TO A LEAK IN THE AIR LINE FROM THE ENGINE BLEED VALVE. HE
ATTEMPTED TO MAKE A FORCED LANDING BUT UPON TOUCHDOWN, DUE TO HIS FORWARD MOVEMENT, THE AIRCRAFT NOSED OVER.
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Brief of Accident (Continued)

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      File No. -   96       4/10/85    ROSSTON,OK                    A/C Reg. No. N5073F            Time (Lcl) - 1749 CST
----------------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation    TAKEOFF - INITIAL CLIMB
  1. PNEUMATIC SYSTEM - LEAK
----------------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
----------------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN
----------------------------------------------------------------------------------------------------------------------------

Occurrence #4         NOSE OVER
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. TERRAIN CONDITION - SOFT
----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -    3       1/16/85    TROUTDALE,OR          .     A/C Reg. No. N6475B          Time (Lcl) - 0845 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                    Injuries
      Name of Carrier           -SPORTS AAIR                  SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire                  Crew     0        0        1       0
      Flight Conducted Under    -14 CFR 135                   NONE                 Pass     0        0        0       0
      Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA T210M              Eng Make/Model - CONTINENTAL TSIO-520-R   ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3300                   Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                   Rated Power    -     310 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing      - FSS                     Last Departure Point                     OFF AIRPORT/STRIP
        Method         - TELEPHONE                 TROUTDALE,OR
        Completeness   - FULL                     Destination                           Airport Data
      Basic Weather    - VMC                       MEDFORD,OR                              TROUTDALE
        Wind Dir/Speed- 090/020 KTS                                                        Runway Ident      - 07
        Visibility     -   25.0  SM              ATC/Airspace                              Runway Lth/Wid    -  4640/  150
        Lowest Sky/Clouds  -      15000 FT         Type of Flight Plan - IFR               Runway Surface    - ASPHALT
        Lowest Ceiling         - 15000 FT BROKEN   Type of Clearance   - IFR               Runway Status     - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      33          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL,ATP,CFI                    Current         - YES     Total        -   3049       Last 24 Hrs -       4
          SE LAND,ME LAND                       Months Since    - 13      Make/Model-      108       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      427       Last 90 Days-     228
                                                                          Multi-Eng -     1334       Rotorcraft  -      34

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF PLT FELT A "TICK" IN THE ENGINE. PLT REDUCED PWR AND HEADED BACK TO TROUTDALE. ENGINE QUIT
OVER THE THRESHOLD OF RWY 07 AS PLT WAS MAKING A 360 DEG TURN. ACFT TOUCHED DOWN SHORT OF RWY 07 CONTACTING SMALL
BUSHES AND TREES. INSPECTION REVEALED THE EXTERNAL OIL LINE FROM THE ENGINE OIL SCAVENGE PUMP AND TURBO SUPERCHARGER
FRACTRUED ALLOWING A LOSS OF ALL BUT 1 1/2 QTS OIL WHICH RESULTED IN A CRANKSHAFT SEIZURE.

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Brief of Accident (Continued)

File No. - 3 1/16/85 TROUTDALE,OR A/C Reg. No. N5475B Time (Lcl) - 0845 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING

Finding(s)
2. WEATHER CONDITION - HIGH WIND
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - TREE(S)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. -    4       2/02/85    ONTARIO,OR              A/C Reg. No. N2321S          Time (Lcl) - 1845 MST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 NONE                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire            Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE           Pass      0        0        0        0
     Accident Occurred During   -STANDING                                       Other     0        1        0        0
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 337B              Eng Make/Model - CONTINENTAL IO-360-C      ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    4300                  Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -      6                   Rated Power     -     210 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR                     Last Departure Point                   ON AIRPORT
       Method         - UNK/NR                       IDAHO FALLS,ID
       Completeness   - UNK/NR                     Destination                          Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                      ONTARIO MUNICIPAL
       Wind Dir/Speed- 090/005 KTS                                                        Runway Ident     - N/A
       Visibility     -     7.0   SM             ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     1100 FT SCATTERED  Type of Flight Plan - VFR              Runway Surface   - N/A
       Lowest Ceiling        -  7500 FT OVERCAST   Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation         - SNOW
       Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      43          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total       -     461        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                         Months Since   - 24        Make/Model-     155        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-      38        Last 90 Days- UNK/NR
                                                                            Multi-Eng -     155

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
PILOTS SISTER APPROCHED THE RT SIDE OF THE ACFT TO SPEAK TO HIM. WHEN LEAVING THE SIDE OF THE ACFT SHE WALKED
INTO THE FRONT TURNING PROP. PLT STATED SHE HAD BEEN AROUND THE ACFT NUMEROUS TIMES AND WAS AWARE OF THE ENGINE
CONFIGURATION.

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Brief of Accident (Continued)

File No. - 4 2/02/85 ONTARIO,OR A/C Reg. No. N2321S Time (Lcl) - 1845 MST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON
2. LIGHT CONDITION - DUSK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
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Brief of Accident

File No. - 133 2/09/85 CENTRAL POINT,OR A/C Reg. No. N233W Time (Lcl) - 1248 PST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -MERCY FLIGHTS, INC.
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	3	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - GULFSTREAM AEROSPACE AC-680F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8000
No. of Seats - 6

Eng Make/Model - LYCOMING IGSO-540-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/011 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 5500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GOLD BEACH,OR
Destination
MEDFORD,OR

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
MEDFORD-JACKSON COUNTY
Runway Ident - 14
Runway Lth/Wid - 6700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,ME SEA

Age - 65
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - AC-680F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 9867
Make/Model- 25
Instrument- 1733
Multi-Eng - 7296
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 42
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED A LOSS OF POWER ON BOTH ENGS DURING DESCENT TO LAND. APRX 3 MINS PRIOR, TWR GAVE PLT OPTION OF "STRAIGHT-IN" TO RWY 14 OR REG PATTERN TO RWY 32. THE PLT HESITATED & SAID "JUST A MINUTE" & TWR OFFERED WIND INFO AS "210 AT 13." PLT REPLIED, "KAY." APRX 1 MIN LATER PLT SAID "33W WILL MAKE A LEFT BASE FOR 14." TWR CLEARED HIM & DECLARED VISUAL CONTACT. PLT ACKNOWLEDGED "3WHISKEY." ONE MIN & 54 SECS LATER, PLT DECLARED PWR LOSS & EMERG. TWR ROGERED. SEVEN SECS LATER, PLT SAID "GONNA HIT IT" FOLLOWED 2 SECS LATER WITH AN UNITELLIGIBLE COMMENT. WITNESSES SAW THE ACFT GLIDING WINGS LVL TOWARD RWY WHEN A LOUD "REV" WAS HEARD. THE ACFT PITCHED UP & ROLLED LEFT TO AN INVERTED POSITION BEFORE GROUND CONTACT & EXPLOSION. POST ACCIDENT INVESTIGATION DID NOT DISCLOSE ANY ENG OR FUEL SYSTEM MALFUNCTION. THIS ACFT HAD EXPERIENCED A PWR LOSS AFTER DESCENDING FROM 15500 TO 12000 FT MSL ON 2/2/85 WITH THE SAME PLT AS REPORTED BY THE CO-PLT ON THAT FLT. AFTER APRX 1 1/2 MINUTES PWR WAS RESTORED.

Brief of Accident (Continued)

File No. - 133   2/09/85   CENTRAL POINT,OR   A/C Reg. No. N233W   Time (Lcl) - 1248 PST

Occurrence #1   LOSS OF POWER
Phase of Operation   APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT MANUALS - MANUFACTURER
7. FUEL SYSTEM - UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
8. EMERGENCY PROCEDURE - MISJUDGED - PILOT IN COMMAND

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
9. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
11. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND
12. MANEUVER - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
13. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,8,9,10,11,12

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. -  131      2/18/85    LOWELL,OR                A/C Reg. No. N314RM           Time (Lcl) - 1725 PST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                    Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -OTHER WORK USE               Fire                Crew      0        0        2        0
    Flight Conducted Under    -14 CFR 133                    NONE               Pass      0        0        0        0
    Accident Occurred During  -MANEUVERING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 214B1                 Eng Make/Model - LYCOMING T5508D         ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                       Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -  16000                     Engine Type     - TURBOSHAFT
    No. of Seats   -      7                     Rated Power     -    2050 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- 270/010 KTS                                                         Runway Ident    - N/A
      Visibility    -    20.0   SM            ATC/Airspace                                Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     25000 FT         Type of Flight Plan - NONE                Runway Surface  - DIRT
      Lowest Ceiling       - 25000 FT BROKEN    Type of Clearance   - NONE                Runway Status   - HIGH VEGETATION
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     36             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                           Current        - YES      Total       - UNK/NR       Last 24 Hrs - UNK/NR
        SE LAND                              Months Since   - 18       Make/Model-    2931        Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type  - 214B1    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                       Multi-Eng - UNK/NR         Rotorcraft  -    4418

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ACFT COLLIDED WITH HILLY TERRAIN DURING AN EMERGENCY AUTOROTATION LANDING ATTEMPT FOLLOWING A REPORTED ENG OVERSPEED. THE CREW REPORTED THERE WAS AN INDICATION OF ENG OVERSPEED WHICH THEY COULD NOT CONTROL. POST ACC EXAMINATION REVEALED NO EVIDENCE OF OVERSPEED OR FAILURE OF ANY CONTROL DEVICES THAT WOULD MATERIALLY HAVE AFFECTED THE FLT CREWS ABILITY TO MAINTAIN ENG RPM AT THE PROPER AND/OR DESIRED RATE. ROTOR RPM DECAY WAS ALSO REPORTED BY THE FLT CREW EVEN WITH THE ENG AT THE REPORTED HIGH RPM. NO REASON FOR THE ALLEGED CONDITION WAS FOUND IN CONTINUITY OF THE PWR TRAIN IN AN EXAMINATION OF THE POWERPLANT & DRIVE TRAIN AFTER ENG SHUT DOWN BY GROUND PERSONNEL.

Brief of Accident (Continued)

File No. - 131 2/18/85 LOWELL,OR A/C Reg. No. N314RM Time (Lcl) - 1725 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)
1. FUEL SYSTEM,FUEL CONTROL - OVERSPEED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

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                          National Transportation Safety Board
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                                  Brief of Accident

     File No. -   45      2/22/85    GASTON,OR                  A/C Reg. No. N3710T          Time (Lcl) - 1700 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor     None
     Type of Operation         -PERSONAL                        Fire                 Crew      0        0        0         1
     Flight Conducted Under    -14 CFR 91                        NONE                Pass      0        0        0         0
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - TAYLORCRAFT F19           Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1500                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     100 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRSTRIP
       Method         - N/A                         SHERWOOD,OR
       Completeness   - N/A                       Destination                          Airport Data
     Basic Weather    - VMC                         LOCAL                                  LAURELWOOD
       Wind Dir/Speed- 210/050 KTS                                                         Runway Ident     - UNK/NR
       Visibility    -    20.0    SM            ATC/Airspace                               Runway Lth/Wid   -  1000 -UNK/NR
       Lowest Sky/Clouds  -      3500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE             Type of Clearance    - NONE              Runway Status    - ROUGH
       Obstructions to Vision- NONE               Type Apch/Lndg       - PRECAUTIONARY LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      27            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total        -    265       Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - 11        Make/Model-      123       Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument-        2       Last 90 Days-      15


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING A PRECAUTIONARY LANDING ONTO A 1000 FOOT PRIVATE GRASS AIRSTRIP DUE TO A NOISE OUTSIDE THE ACFT
WHICH WAS HEARD INFLT. THE PLT WAS LANDING TO THE EAST WITH A RIGHT QUARTERING TAILWIND OF 5 TO 10 KNOTS. AN OVERRUN
OCCURRED AND THE PLT MADE A HARD TURN TO THE LEFT TO AVOID A DITCH STRAIGHT AHEAD. THE RIGHT WING STRUCK A TELEPHONE
POLE DURING THE TURN.
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Brief of Accident (Continued)

File No. - 45 2/22/85 GASTON,OR A/C Reg. No. N3710T Time (Lcl) - 1700 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
4. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

File No. - 132   3/10/85   CHRISTMASVALLEY,OR   A/C Reg. No. N9166A   Time (Lcl) - 1430 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1

----Aircraft Information----

Make/Model - CESSNA 170A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SUNRIVER,OR
Destination
CHRISTMASVALLEY,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
CHRISTMAS VALLEY
Runway Ident - 07
Runway Lth/Wid - 4600/ 100
Runway Surface - GRAVEL
Runway Status - DRY
ICE COVERED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 59
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1870
Make/Model- 475
Instrument- 82
Multi-Eng - 13
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 62

Instrument Rating(s) - AIRPLANE

----Narrative----

UPON TOUCHDOWN THE LEFT AXLE BROKE AND THE LEFT MAIN GEAR S EPARATED FROM THE ACFT. THE ACFT LEFT THE RWY AND THE NOSED OVER. THE PLT DISCOVERED THAT THE AXLE HAD CRISTALIZED AND THEN CRACKED.

Brief of Accident (Continued)

File No. - 132   3/10/85   CHRISTMASVALLEY,OR   A/C Reg. No. N9166A   Time (Lcl) - 1430 PST

Occurrence #1   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,AXLE - FAILURE,TOTAL

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 119       4/04/85    BURNS,OR              A/C Reg. No. N5051U          Time (Lcl) - 2015 PST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                     Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                   Fire                 Crew   0        0        0        1
      Flight Conducted Under     -14 CFR 91                   NONE                Pass   0        0        0        1
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BELLANCA 8GCBC             Eng Make/Model - LYCOMING AEIO-360-H1A    ELT Installed/Activated - UNK/NR
      Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1800                    Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       2                    Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                            Airport Proximity
      Wx Briefing      - UNK/NR                    Last Departure Point                 ON AIRPORT
        Method         - UNK/NR                      HILLSBORO,OR
        Completeness   - UNK/NR                   Destination                        Airport Data
      Basic Weather    - VMC                         BURNS,OR                           BURNS MUNICIPAL
        Wind Dir/Speed- 320/004 KTS                                                     Runway Ident     - 29
        Visibility     -    50.0   SM            ATC/Airspace                           Runway Lth/Wid   -  5100/  150
        Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE           Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance   - NONE           Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - NIGHT(BRIGHT)
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                   Age -     50          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)         Biennial Flight Review              Flight Time (Hours)
          PRIVATE                          Current         - NO       Total      -     223       Last 24 Hrs - UNK/NR
          SE LAND                          Months Since    - 70       Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR     Instrument-      14        Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT VEERED LEFT AND THE PLT OVERCORRECTED WITH RIGHT RUDDER AND A GROUND LOOP THEN OCCURRED. THE PLT SAID THE
BRAKES NEEDED TO BE WORKED ON PRIOR TO THE ACCIDENT. HE SAID THAT THEY WERE NOT AS EFFECTIVE AS THEY SHOULD HAVE BEEN &
THAT HE WAS AWARE OF THE BRAKES CONDITION.

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Brief of Accident (Continued)

File No. - 119 4/04/85 BURNS,OR A/C Reg. No. N5051U Time (Lcl) - 2015 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
6. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - OTHER PERSON
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
9. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 123 4/13/85 HAMPTON,OR A/C Reg. No. N9861L Time (Lcl) - 1300 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN AA-1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1560
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-52C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CORVALLIS,OR
Destination
REDMOND,OR

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
HAMPTON
Runway Ident - 27
Runway Lth/Wid - 1000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 32
Make/Model- 32
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT MADE A PRECAUTIONARY LANDING DUE TO BEING LOST AND LOW ON FUEL. THE AIRSTRIPS SURFACE WAS 1000 FT OF DIRT AND SAND WITH A FENCE AT THE DEPARTURE END. TAKEOFF DATA BASED ON GROSS WEIGHT, ZERO WIND, 4000 FT ELEVATION AT 80 DEGREES, ON A HARD SURFACES RWY WOULD REQUIRE AT LEAST 1129 FT FOR TAKEOFF. THE ACFT WAS LIFTED OFF PREMATURELY AND A DEPARTURE STALL OCCURED WITH THE ACFT STRIKING THE FENCE AND THEN ROLLING A SHORT DISRENCE INTO SAGEBRUSH BEFORE COMING TO A REST.

Brief of Accident (Continued)

File No. - 123 4/13/85 HAMPTON,OR A/C Reg. No. N9861L Time (Lcl) - 1300 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 120 4/20/85 DEXTER,OR A/C Reg. No. N2582P Time (Lcl) - 1530 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - LAKE BUCCANEER
Landing Gear - AMPHIBIAN
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
EUGENE,OR
Destination
DEXTER,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
DEXTER LAKE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT,PRIVATE

Age - 45
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 148
Make/Model- 0
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

----Narrative----

THE ACFT BOUNCED DURING TOUCHDOWN SEVERAL TIMES WHILE ATTENDING TO LAND ON THE WATER. THE ACFT WAS TOO CLOSE TO A DAM TO MAKE A GO-AROUND. THE ACFT THEN STRUCK THE DAM HEAD ON.

Brief of Accident (Continued)

File No. - 120   4/20/85   DEXTER,OR   A/C Reg. No. N2582P   Time (Lcl) - 1530 PDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
5. DISTANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

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                       National Transportation Safety Board
                            Washington, D.C. 20594

                               Brief of Accident

   File No. -  195      2/09/85    CHARLESTON,SC           A/C Reg. No. N211DS          Time (Lcl) - 1800 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -BUSINESS                        Fire                 Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                        NONE                Pass     0        0        0       1
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 95-C55              Eng Make/Model - CONTINENTAL IO-520        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    5300                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      6                    Rated Power    -     280 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                           Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                ON AIRPORT
      Method         - UNK/NR                      BALTIMORE,MD
      Completeness   - UNK/NR                   Destination                        Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                   CHARLESTON INTL
      Wind Dir/Speed- 320/007 KTS                                                    Runway Ident     - 33
      Visibility    -    15.0   SM             ATC/Airspace                          Runway Lth/Wid   -  9001/  200
      Lowest Sky/Clouds       CLEAR              Type of Flight Plan - IFR           Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - IFR           Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - ILS-COMPLETE
      Precipitation         - NONE                                     FULL STOP
      Condition of Light    - DUSK
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     46           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current        - YES         Total       -    550      Last 24 Hrs -      3
        SE LAND                              Months Since   - 21          Make/Model-      150      Last 30 Days-     15
                                             Aircraft Type  - UNK/NR      Instrument-      130      Last 90 Days-     20
                                                                          Multi-Eng -      250

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT MAKING PRACTICE COUPLED ILS APCH IN VMC. INTERCEPTED LOCALIZER OUTSIDE THE OUTER MARKER. HELD THE GEAR,INTENDING
TO LOWER THEM AT OM. CONTINUED INBD TO DH WHERE HE RESUMED MANUAL CONTROL. OBSERVED GEAR WARNING LT AND HEARD AURAL
GEAR WARNING BUT FAILED TO RECOGNIZE THEIR MEANING. TOUCHED DOWN WITH GR UP. PLT WAS THE ACFT OWNER AND HAD 150 HRS
EXPERIENCE IN MAKE/MODEL. NO SAFETY PLT. PASSENGER WAS NOT A PLT.

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Brief of Accident (Continued)

File No. - 195 2/09/85 CHARLESTON,SC A/C Reg. No. N211DS Time (Lcl) - 1800 EST

Occurrence
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,HABIT INTERFERENCE - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 161        2/15/85     RIDGELAND,SC               A/C Reg. No. N5823L            Time (Lcl) - 2115 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               DESTROYED                 Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                       Fire             Crew       0         0         1         0
     Flight Conducted Under    -14 CFR 91                       NONE            Pass       0         0         2         1
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GULFSTREAM AA-5           Eng Make/Model - LYCOMING O-320-E2G      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2400                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                    Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                   GOLDSBORO,NC
       Completeness   - PARTIAL,LMTD BY PILOT     Destination                            Airport Data
     Basic Weather    - VMC                         SAVANNAH,GA
       Wind Dir/Speed- 240/004 KTS                                                         Runway Ident     - N/A
       Visibility     -     15.0   SM           ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - DIRT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status    - WET
       Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN                           SOFT
       Precipitation         - NONE                                     FORCED LANDING
       Condition of Light    - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     31          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                     Current       - YES      Total      -    112       Last 24 Hrs -       4
        SE LAND                                     Months Since  -  8       Make/Model-      17       Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR   Instrument-       2       Last 90 Days-      14

        Instrument Rating(s)  - NONE
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----Narrative----

APPROX 3.75 HOURS AFTER TAKEOFF THE PLT CONTACTED SAVANNAH APPROACH AND REQUESTED A STRAIGHT IN APPROACH TO LAND AT SAVANNAH AIRPORT BECAUSE OF LOW FUEL. MOMENTS LATER THE ENGINE LOST POWER AND THE PLT MADE A FORCED LANDING IN A FIELD 10 MILES NE OF SAVANNAH AIRPORT. RESCUE PERSONNEL AT THE ACCIDENT REPORTED THAT THERE WAS NO EVIDENCE OF FUEL ONBOARD THE ACFT OR SPILLED AROUND THE WRECKAGE.

Brief of Accident (Continued)

File No. - 161 2/15/85 RIDGELAND,SC A/C Reg. No. N5823L Time (Lcl) - 2115 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. LIGHT CONDITION - NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 112   2/17/85   HILTON HEAD,SC   A/C Reg. No. N5636B   Time (Lcl) - 1515 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	2

----Aircraft Information----

Make/Model - MAULE M-5-235C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
STUART,FL
Destination
CHARLESTON,SC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
HILTON HEAD
Runway Ident - 21
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 36
Biennial Flight Review
Current YES
Months Since 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 900
Make/Model- 45
Instrument- 20
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 45

Instrument Rating(s) - NONE

----Narrative----

ACFT STALLED & CRASHED FROM AN ALTITUDE OF ABOUT 300 FT. WITNESSES STATED THAT THE ACFT ENTERED A STEEP CLUMB ANGLE UPON LIFT OFF AND CLIMBED TO ABOUT 300 FT. THEN THE ACFT NOSED OVER & FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 112 2/17/85 HILTON HEAD,SC A/C Reg. No. N5636B Time (Lcl) - 1515 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. -   11       2/01/85    SIOUX,SD                A/C Reg. No. NCFCBT            Time (Lcl) - 1524 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass    0        0        0        3
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 180A          Eng Make/Model - CONTINENTAL O-470-K       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED  Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2650              Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       6              Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                        GRAND FORKS,ND
      Completeness   - N/A                     Destination                           Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC
      Wind Dir/Speed- 260/008 KTS                                                       Runway Ident     - N/A
      Visibility    -     15.0   SM            ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling          - NONE             Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     34          Medical Certificate - NON-VALID MEDICAL
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                             Current      - UNK/NR    Total       -     650      Last 24 Hrs -       3
        SE LAND                             Months Since - UNK/NR    Make/Model-      200      Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument-       0      Last 90 Days-      13


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT DEPARTED WINNEPEG AT 1035 AND LANDED AT GRAND FORKS, ND, AT 1150. DEPARTED GRAND FORKS, ND, AT 1305 AND
THE ACCIDENT OCCURRED AT 1524. 4 MILES NW OF SIOUX FALLS, SD, THE PLT REPORTED A ROUGH RUNNING ENGINE WHICH
SUBSEQUENTLY QUIT. A FORCED LANDING WAS MADE IN A FIELD 2 1/2 MILES NORTH OF SIOUX FALLS. INVESTIGATION REVEALED
LITTLE FUEL IN THE TANKS. TTL FUEL CAPACITY WAS 62 GALLONS. THE ACFT BURNS APRX 15 GALLONS/HR AND CONTAINS 10
GALLONS UNUSABLE FUEL.

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Brief of Accident (Continued)

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      File No. -   11      2/01/85    SIOUX,SD                    A/C Reg. No. NCFCBT            Time (Lcl) - 1524 CST
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Occurrence #1         LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation    CRUISE

Finding(s)
  1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING

Finding(s)
  4. TERRAIN CONDITION - ROUGH/UNEVEN
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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                       National Transportation Safety Board
                             Washington, D.C. 20594

                               Brief of Accident

    File No. -   70       2/16/85    HOT SPRINGS,SD           A/C Reg. No. N4513R           Time (Lcl) - 1145 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -INSTRUCTIONAL                 Fire               Crew      0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0       0
    Accident Occurred During   -TAXI
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140           Eng Make/Model - LYCOMING O-320-E2A      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    2150                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
      Method          - N/A                         SAME AS ACC/INC
      Completeness    - N/A                      Destination                            Airport Data
    Basic Weather     - VMC                        LOCAL                                  HOT SPRINGS MUNI
      Wind Dir/Speed- 290/020 KTS                                                         Runway Ident      - UNK/NR
      Visibility      -    30.0    SM           ATC/Airspace                              Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -      3000 FT SCATTERED Type of Flight Plan - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     52            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       STUDENT                                   Current       - N/A        Total      -      54        Last 24 Hrs - UNK/NR
                                                 Months Since  - N/A        Make/Model-      54        Last 30 Days- UNK/NR
                                                 Aircraft Type - N/A        Instrument-       0        Last 90 Days-      1


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT SAID HE PERFORMED A "HASTY" PREFLIGHT. DURING ENGINE PRE-START THE PLT INADVERTENTLY LEFT THE THROTTLE OPEN.
THE ENGINE SRATED AND THE ACFT TAXIED ACROSS THE RAMP AND HIT A FENCE POST BEFORE THE PLT COULD REGAIN CONTROL OF
THE ACFT.

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                                   Brief of Accident (Continued)

     File No. -   70       2/16/85    HOT SPRINGS,SD            A/C Reg. No. N4513R              Time (Lcl) - 1145 MST
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     STANDING - STARTING ENGINE(S)

Finding(s)
  1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
  3. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
  4. PARKING BRAKES - NOT USED - PILOT IN COMMAND
  5. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  6.     IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
  7. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH OBJECT
Phase of Operation     TAXI

Finding(s)
  8. OBJECT - FENCE
  9.   ABORT - NOT PERFORMED - PILOT IN COMMAND
 10.     IMPROPER USE OF PROCEDURE,PANIC - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3,4,5,7,9

Factor(s) relating to this accident is/are finding(s) 2,5,8,10
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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  76       3/05/85    CHATTANOOGA,TN             A/C Reg. No. N4757H          Time (Lcl) - 1730 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                          Injuries
                                                            SUBSTANTIAL                 Fatal    Serious    Minor    None
   Type of Operation         -PERSONAL                     Fire                 Crew      0         0         0        0
   Flight Conducted Under    -14 CFR 91                     NONE                Pass      0         1         1        0
   Accident Occurred During  -TAXI                                              Other     0         0         1        0
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - MOONEY M20J                   Eng Make/Model - LYCOMING IO-360-A3B6D    ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt   -    2740                       Engine Type     - RECIP-FUEL INJECTED
   No. of Seats   -       4                       Rated Power     -     200 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                   ON AIRPORT
     Method          - N/A                          VENICE,FL
     Completeness    - N/A                       Destination                           Airport Data
   Basic Weather   - VMC                            SAME AS ACC/INC                      LOVELL
     Wind Dir/Speed- 090/010 KTS                                                         Runway Ident      - UNK/NR
     Visibility     -    20.0   SM               ATC/Airspace                            Runway Lth/Wid    - UNK/NR
     Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE            Runway Surface    - ASPHALT
     Lowest Ceiling         - NONE                 Type of Clearance   - NONE            Runway Status     - DRY
     Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                          Age -     60            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
      PRIVATE                                  Current       - YES        Total      -  1912          Last 24 Hrs -       4
      SE LAND                                  Months Since  -  5         Make/Model-    620          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-      2          Last 90 Days-      33

      Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING TO DISENGAGE THE STARTER PINION GEAR BY ROCKING THE PROP UP & DOWN BY HAND. THE ENG
INADVERTENTLY STARTED & THE ACFT ROLLED ACROSS THE RAMP AT A HIGH RATE OF SPEED & COLLIDED WITH TWO AUTOMOBILES
& A CHAIN LINK FENCE BEFORE COMING TO REST. A WITNESS OBSERVED THE MAGS & THE MASTER SWITCH IN THE BOTH & ON
POSITIONS RESPECTIVELY. TWO PASSENGERS WERE SEATED IN THE BACK SEATS.

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Brief of Accident (Continued)

File No. - 76 3/05/85 CHATTANOOGA,TN A/C Reg. No. N4757H Time (Lcl) - 1730 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
1. OBJECT - VEHICLE
2. STARTING PROCEDURE - POOR - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
4. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                Brief of Accident

    File No. -  159       1/06/85    CORPUS CHRISTI,TX          A/C Reg. No. N5301A           Time (Lcl) - 1458 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                 Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                Pass      0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 310                  Eng Make/Model - CONTINENTAL O-470-M       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -   4600                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      5                      Rated Power     -     240 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method         - N/A                         BISHOP,TX
       Completeness   - N/A                      Destination                                Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                             CORPUS CHRISTI INTL
       Wind Dir/Speed- 220/007 KTS                                                              Runway Ident     - 13
       Visibility     -   15.0   SM             ATC/Airspace                                    Runway Lth/Wid   -  7500/  150
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
       Lowest Ceiling         -                   Type of Clearance   - NONE                    Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     49           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                              Current        - YES        Total      -    354        Last 24 Hrs -      1
        SE LAND,ME LAND                         Months Since   - UNK/NR     Make/Model-      25        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR     Instrument-      36        Last 90 Days-     12
                                                                            Multi-Eng -      82

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT RPTD LOSS OF PWR ON LEFT ENG DURING FLARE; DIRECTIONAL CONTROL WAS LOST & ACFT WENT OFF SIDE OF THE RWY. LEFT GEAR
COLLAPSED AND ACFT RCVD SUBSTANTIAL DAMAGE. ENGINES WERE RUN AFTER ACCT. REASON FOR RPTD LOSS OF PWR UNDET. ACFTS
RADIO INOP. PLTS SEAT BACK BROKEN.

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Brief of Accident (Continued)

File No. - 159   1/06/85   CORPUS CHRISTI,TX   A/C Reg. No. N5301A   Time (Lcl) - 1458 CST

Occurrence #1   LOSS OF POWER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. ENGINE ASSEMBLY - FAILURE,TOTAL
2. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. -   20       1/17/85    WICHITA FALLS,TX         A/C Reg. No. N5162D          Time (Lcl) - 1855 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                   Injuries
                                                              SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                    Fire                 Crew    0          0         1         0
     Flight Conducted Under     -14 CFR 91                    NONE                Pass    0          0         1         0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182A               Eng Make/Model - CONTINENTAL O-470       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    2650                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                    Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         AUSTIN,TX
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         WICHITA FALLS,TX                         WICHITA VALLEY
       Wind Dir/Speed- 200/007 KTS                                                           Runway Ident     - N/A
       Visibility     -    10.0   SM            ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - VFR                  Runway Surface   - N/A
       Lowest Ceiling        - NONE               Type of Clearance   - VFR                  Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN
       Precipitation         - NONE                                     FULL STOP
       Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     58           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                            Current        - YES       Total      -    415       Last 24 Hrs -       3
         SE LAND                            Months Since  -  6         Make/Model-    212       Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-      6       Last 90 Days-      18

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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PLT INTENTIONALLY RAN THE RT FUEL TANK EMPTY AND SWITCHED TO THE LEFT TANK WHICH WAS 1/2 TO 3/4 FULL ON TAKEOFF. PLT MAINTAINED A LEFT SIDE SLIP DURING THE LANDING APCH TO COMPENSATE FOR X-WIND CONDITIONS. PLT STATED, AT 400 FT AGL HE NOTICED A PWR LOSS. UNABLE TO GLIDE TO THE RWY, A FORCED LANDING WAS MADE IN A PLOWED FIELD. PERSONS KNOWLEDGABLE OF THIS ACFT STATED THE ENG WILL QUIT IF THE FUEL TANK WHICH CORRESPONDS TO THE DIRECTION OF THE SIDE SLIP IS NOT FULL. THIS TYPE OF FAILURE OCCURS DUE TO THE FUEL TANK OUTLET LINE BECOMING UNPORTED THUS ALLOWING AIR TO ENTER THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 20 1/17/85 WICHITA FALLS,TX A/C Reg. No. N5162D Time (Lcl) - 1855 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - PREMATURE - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION
3. FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -  157      2/16/85    JASPER,TX               A/C Reg. No. N94238           Time (Lcl) - 1245 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire              Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                    NONE              Pass      0        0        0        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152              Eng Make/Model - LYCOMING O-235 N2C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1670                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                  Rated Power    -     110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                     ON AIRPORT
      Method         - TELEPHONE                HOUSTON,TX
      Completeness   - WEATHER NOT PERTINENT  Destination                            Airport Data
    Basic Weather    - VMC                      SAME AS ACC/INC                        JASPER
      Wind Dir/Speed- 220/017 KTS                                                      Runway Ident      - 17
      Visibility     -    15.0   SM         ATC/Airspace                               Runway Lth/Wid   -  4000/   70
      Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - VFR                Runway Surface   - ASPHALT
      Lowest Ceiling         -                Type of Clearance    - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                   Age -    40          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)         Biennial Flight Review            Flight Time (Hours)
        STUDENT                          Current       - N/A      Total      -     47         Last 24 Hrs -       3
                                         Months Since  - N/A      Make/Model -     47         Last 30 Days- UNK/NR
                                         Aircraft Type - N/A      Instrument-       1         Last 90 Days-      11


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT STATED HE ENCOUNTERED A ROLLING ACTION AND A NOSE DOWN PITCH POSSIBLY FROM TURBULENCE. THE ACFT
TOUCHED DOWN NOSE FIRST SO HARD THAT THE NOSE GEAR COLLAPSED AND THE ACFT WAS DESTROYED.

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Brief of Accident (Continued)

File No. - 157 2/16/85 JASPER,TX A/C Reg. No. N94238 Time (Lcl) - 1245 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. FLARE - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Boar
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Brief of Accident

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    File No.  - 156       2/18/85    COMANCHE,TX              A/C Reg. No. N54149             Time (Lcl) - 2000 CST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                               DESTROYED                   Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                      Fire               Crew        0         1         0         0
    Flight Conducted Under     -14 CFR 91                      NONE               Pass        0         0         0         0
    Accident Occurred During   -CRUISE
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172P                  Eng Make/Model - LYCOMING O-320-D2J      ELT Installed/activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2150                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                        Rated Power     -     160 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - TELEPHONE                 ARLINGTON,TX
      Completeness   - UNK/NR                 Destination                              Airport Data
    Basic Weather    - VMC                       BROWNWOOD,TX
      Wind Dir/Speed- 040/015 KTS                                                         Runway Ident     - N/A
      Visibility     -   3.000 SM              ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         -  1700 FT OVERCAST Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information---
   Pilot-In-Command                     Age -     26               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                            Current       - YES         Total      -     80          Last 24 Hrs - UNK/NR
        SE LAND                            Months Since  -  7          Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR      Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                       Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE NON-INSTRUMENT RATED PLT FLEW THE ACFT INTO RISING TERRAIN IN A WINGS LEVEL ATTITUDE DURING A PERIOD OF LOW CEILINGS
ON A DARK NIGHT. THE PLT STATED HE WAS DESCENDING TO STAY CLEAR OF THE OVERCAST AND NEVER SAW THE GROUND. PLT HAD
A TOTAL OF 80 HRS FLT TIME.
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Brief of Accident (Continued)

File No. - 156 2/18/85 COMANCHE,TX A/C Reg. No. N54149 Time (Lcl) - 2000 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 171      2/25/85    PEARLAND,TX                A/C Reg. No. N9769T              Time (Lcl) - 1625 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              DESTROYED                    Fatal   Serious   Minor   None
   Type of Operation          -INSTRUCTIONAL                  Fire                  Crew     0        0        0       2
   Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0       0
   Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model       - PIPER PA-28-112          Eng Make/Model  - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
   Landing Gear     - TRICYCLE-FIXED           Number Engines  - 1                          Stall Warning System - YES
   Max Gross Wt     -   1600                   Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats     -     2                    Rated Power     -    112 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
     Method         - N/A                         PEARLAND,TX
     Completeness   - N/A                       Destination                              Airport Data
   Basic Weather    - IMC                         LAPORTE,TX                                PEARLAND
     Wind Dir/Speed- 120/008 KTS                                                            Runway Ident     - 29
     Visibility     -   10.0   SM                ATC/Airspace                               Runway Lth/Wid   -  2400/   30
     Lowest Sky/Clouds -                          Type of Flight Plan - NONE                Runway Surface   - ASPHALT
     Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE                Runway Status    - DRY
     Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     36           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL,CFI                        Current        - YES        Total        -  1017         Last 24 Hrs -      1
       SE LAND,ME LAND                       Months Since   - 13         Make/Model-      91         Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR     Instrument-      93         Last 90 Days-    161
                                                                         Multi-Eng -      86

       Instrument Rating(s)  - AIRPLANE
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----Narrative ---

CFI PUT DOWN TWO NOTCHES OF FLAPS WHICH IS FULL DOWN ON THE PA-38. CFI STATED HE HAD FLOWN A PA-28-161 THAT MORNING AND THAT TWO NOTCHES OF FLAPS ON THAT ACFT WERE USED FOR SHORT FIELD TAKEOFFS. THE ACFT ENTERED A STALL-MUSH AFTER TAKEOFF AND CONTROL WAS LOST DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 171 2/25/85 PEARLAND,TX A/C Reg. No. N9769T Time (Lcl) - 1625 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE,HABIT INTERFERENCE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                       Brief of Accident

    File No. - 155      3/02/85    BIG SPRING,TX            A/C Reg. No. N26EW           Time (Lcl) - 1230 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
  Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                  Fatal    Serious    Minor     None
  Type of Operation          -INSTRUCTIONAL                 Fire                  Crew     0         0          0         2
  Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0         0          0         0
  Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
  Make/Model     - HILLER UH-12D               Eng Make/Model - LYCOMING VO-435-A1C       ELT Installed/Activated - NO -N/A
  Landing Gear   - SKID                        Number Engines -  1                          Stall Warning System - NO
  Max Gross Wt   -    2750                     Engine Type     - RECIPROCATING-CARBURETOR
  No. of Seats   -       4                     Rated Power     -     265 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                         BIG SPRING,TX
       Completeness   - N/A                       Destination                               Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 220/008 KTS                                                              Runway Ident     - N/A
       Visibility     -    20.0   SM              ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                   Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - SIMULATED FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                          Current        - YES        Total        -   4248        Last 24 Hrs  -       2
         SE LAND,ME LAND                         Months Since   -  9         Make/Model-        68        Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - UNK/NR      Instrument-       452        Last 90 Days-       68
                                                                             Multi-Eng -       288        Rotorcraft   -    3000

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
-----------------------------------------------------------------------------------------------------------------
----Narrative----
CFI WAS DEMONSTRATING A SIMULATED ENG FAILURE WITH TAILWIND OF 10 KTS, 20 KTS GRND SPEED. THE ACFT YAWED LEFT AND
TOUCHDOWN WAS MADE WITH 10 KT GRND SPEED. THE RIGHT SKID BROKE OFF AND THE ACFT ROLLED OVER. THE MANEUVER WAS INITIATED
AT 4 FT SKID HEIGHT.

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Brief of Accident (Continued)

File No. - 155 3/02/85 BIG SPRING,TX A/C Reg. No. N26EW Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 154 3/24/85 BAY CITY,TX A/C Reg. No. N2163C Time (Lcl) - 1200 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3150
No. of Seats - 4
Eng Make/Model - JACOBS R755B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BAY CITY,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2295
Make/Model- 92
Instrument- 79
Multi-Eng - 55
Last 24 Hrs - UNK,NR
Last 30 Days- UNK/NR
Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

----Narrative----

CESSNA EXHAUST STACK FAILED AT WELD. HOT EXHAUST BURNED THROUGH MAGNRTO P LEADS AND ENG FAILED. DURING FORCED LANDING ON A NARROW FARM ROAD WITH A QUARTERING TAILWIND. THE ACFT DRIFTED OFF THE SIDE OF THE ROAD DURING THE LANDING ROLL AND NOSED OVER.

Brief of Accident (Continued)

File No. - 154 3/24/85 BAY CITY,TX A/C Reg. No. N2163C Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. ELECTRICAL SYSTEM,ELECTRIC WIRING - BURNED
2. EXHAUST SYSTEM,STACK - SEPARATION
3. IGNITION SYSTEM,MAGNETO - SHORTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

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                        National Transportation Safety Board
                             Washington, D.C. 20594

                                Brief of Accident

   File No. - 111      3/26/85    PHARR,TX              A/C Reg. No. NXBANR          Time (Lcl) - 0900 CST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
     Type of Operation        -BUSINESS                       Fire              Crew      0        0        0        1
     Flight Conducted Under   -14 CFR 91                       ON GROUND        Pass      0        0        0        0
     Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 206              Eng Make/Model - CONTINENTAL IO-520       ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    3400                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      4                  Rated Power    -    285 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         MCALLEN,TX
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         TUXPAN VER,MX
       Wind Dir/Speed- 130/012 KTS                                                         Runway Ident    - N/A
       Visibility    -    10.0   SM             ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface  - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE              Runway Status   - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING                       HIGH VEGETATION
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     38           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                          Current       - UNK/NR    Total       -   3500       Last 24 Hrs -        1
         SE LAND,ME LAND                     Months Since  - UNK/NR    Make/Model-   2000       Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR    Instrument-    195       Last 90 Days-        0
                                                                       Multi-Eng -   2000

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT IS MEXICAN REGISTERED AND WAS BEING FLOWN BY A MEXICAN NATIONAL, FROM MCALLEN TX. TO TUXPAN VER. MEXICO.
ITS CARGO WAS TELEVISION SETS. ABOUT FIVE MINUTES AFTER DEPARTING MCALLEN THE PILOT REPORTED A POWER LOSS AND THAT HE
WAS RETURNING TO THE AIRPORT. SHORTLY THEREAFTER THE AIRCRAFT STRUCK A POWER POLE AND HOUSE AND COLLIDED WITH THE
TERRAIN. IT THEN CAUGHT FIRE AND BURNED. THE REASON FOR THE REPORTED ENGINE FAILURE IS UNKNOWN.
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Brief of Accident (Continued)

File No. - 111 3/26/85 PHARR,TX A/C Reg No. NXBANR Time (Lcl) - 0900 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. OBJECT - UTILITY POLE
3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #5 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. -  153       3/28/85    EL PASO,TX              A/C Reg. No. N6282X           Time (Lcl) - 1458 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -FERRY                           Fire               Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE              Pass      0        0        0        0
    Accident Occurred During  -TAXI
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA TU206G          Eng Make/Model - CONTINENTAL TSIO-520-M   ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -   3600                 Engine Type     - RECIP-FUEL INJECTED
    No. of Seats    -      6                 Rated Power     -     310 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                     ON AIRPORT
      Method         - TELEPHONE                  LAJITAS,TX
      Completeness   - FULL                    Destination                            Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                        EL PASO INTL.
      Wind Dir/Speed- 230/027 KTS                                                        Runway Ident     - 26
      Visibility     -     4.000 SM           ATC/Airspace                               Runway Lth/Wid   -  9000/  150
      Lowest Sky/Clouds  -     12000 FT PART OBS   Type of Flight Plan - VFR             Runway Surface   - ASPHALT
      Lowest Ceiling           25000 FT OVERCAST   Type of Clearance   - VFR             Runway Status    - DRY
      Obstructions to Vision- DUST                  Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL,ATP,CFI                     Current        - UNK/NR    Total       -   5130        Last 24 Hrs -       8
       SE LAND,ME LAND,SE SEA                 Months Since   - UNK/NR    Make/Model-     400        Last 30 Days- UNK/NR
       GLIDER                                 Aircraft Type  - UNK/NR    Instrument-     365        Last 90 Days-     191
                                                                         Multi-Eng -    3375

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT BEING TAXIIED TO RAMP AFTER LANDING WITH WIND 27 KTS GUSTING TO 42 KTS. A GUST OF WIND LIFTED THE RIGHT WING AND
THE ACFT NOSED OVER.
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Brief of Accident (Continued)

File No. - 153   3/28/85   EL PASO,TX   A/C Reg. No. N6282X   Time (Lcl) - 1458 MST

Occurrence #1   ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation   TAXI - FROM LANDING

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAXI - FROM LANDING

Finding(s)
1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3   NOSE OVER
Phase of Operation   TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
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Brief of Accident

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     File No. -  110       3/30/85    MATAGORDA IS.,TX           A/C Reg. No. N3562X           Time (Lcl) - 1902 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
       Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                 DESTROYED                Fatal   Serious   Minor   None
       Type of Operation          -PERSONAL                      Fire               Crew    0        0        0       1
       Flight Conducted Under     -14 CFR 91                     NONE               Pass    0        0        0       1
       Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
       Make/Model     - PIPER PA-28RT-201T          Eng Make/Model - CONTINENTAL TSIO-360-FB   ELT Installed/Activated - UNK/NR
       Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                            Stall Warning System - YES
       Max Gross Wt   -    2400                     Engine Type    - RECIP-FUEL INJECTED
       No. of Seats   -       4                     Rated Power    -     200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                                  Itinerary                                Airport Proximity
       Wx Briefing      - UNK/NR                     Last Departure Point                     OFF AIRPORT/STRIP
         Method         - UNK/NR                       AUSTIN,TX
         Completeness   - WEATHER NOT PERTINENT      Destination                            Airport Data
       Basic Weather    - VMC                          SAME AS ACC/INC                        MATAGORDA IS.
         Wind Dir/Speed- 360/011 KTS                                                          Runway Ident     - N/A
         Visibility     -    10.0   SM             ATC/Airspace                               Runway Lth/Wid   -  3700/   60
         Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - DIRT
         Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - WET
         Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN                           WATER - CHOPPY
         Precipitation          - NONE                                     FORCED LANDING
         Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age - UNK/NR              Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         UNK/NR                                   Current       - UNK/NR      Total      - UNK/NR        Last 24 Hrs - UNK/NR
                                                  Months Since  - UNK/NR      Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT EXECUTED A VFR GO-AROUND WHILE ON FINAL APPROACH DUE TO LIVESTOCK ON THE RUNWAY AND REPORTEDLY EXPERIENCED
ENGINE POWER LOSS. THE AIRCRAFT MADE A FORCED LANDING ON THE BEACH AND FLIPPED INVERTED, COMING TO REST IN THE WATER
ALONGSIDE THE BEACH. THE WRECKAGE HAS NOT BEEN RECOVERED FROM THE SALT WATER. REASON FOR ENGINE FAILURE IS UNKNOWN.
THE PLT FAILED TO RETURN THE ACCIDENT REPORTING FORM WHICH WAS SENT TO HIM FOR COMPLIANCE, THEREFORE MUCH OF THE
ACCIDENT INFORMATION IS NOT REPORTED/UNKNOWN.
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File No. - 110 3/30/85 MATAGORDA IS.,TX A/C Reg. No. N3562X Time (Lcl) - 1902 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                                National Transportation Safety Board
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                                       Brief of Accident

    File No. -   41      4/02/85    AUSTIN,TX                 A/C Reg. No. N8121E            Time (Lcl) - 1400 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                     Fire               Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                     NONE              Pass     0        0        0       0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MOONEY M20A               Eng Make/Model  - LYCOMING O-360-A1A      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines  -  1                        Stall Warning System - YES
     Max Gross Wt   -    2450                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power     - UNK/NR
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                          Airport Proximity
     Wx Briefing     - NWS                       Last Departure Point               ON AIRSTRIP
       Method        - ACFT RADIO                  HUNTSVILLE,TX
       Completeness  - WEATHER NOT PERTINENT     Destination                      Airport Data
     Basic Weather   - VMC                         SAME AS ACC/INC                  LAGO VISTA
       Wind Dir/Speed- 220/010 KTS                                                  Runway Ident     - 15
       Visibility    -   20.0   SM              ATC/Airspace                        Runway Lth/Wid   -  3800 -UNK/NR
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE        Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE        Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -    35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                             Current        - YES     Total       -    86        Last 24 Hrs -      2
       SE LAND                             Months Since   -  2      Make/Model-     14        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR   Instrument-      2        Last 90 Days-     16


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE 86 HR PRIVATE PLT LANDED AT A RANCH AND RAN OFF THE END OF THE RWY INTO ROUGH TERRAIN. A GO AROUND WAS NOT
ATTEMPTED.

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Brief of Accident (Continued)

File No. - 41 4/02/85 AUSTIN,TX A/C Reg. No. N8121E Time (Lcl) - 1400 CST

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

      File No. -  109       4/03/85    JUSTIN,TX               A/C Reg. No. N7137P            Time (Lcl) - 1045 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                     Fire               Crew     0        0        0       1
      Flight Conducted Under    -14 CFR 91                     NONE              Pass     0        0        0       0
      Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-24-250              Eng Make/Model - LYCOMING O-540-A1A5     ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                        Stall Warning System - YES
      Max Gross Wt   -   2900                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                       Rated Power    -    250 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                              Airport Proximity
      Wx Briefing      - FSS                        Last Departure Point                   ON AIRSTRIP
        Method         - TELEPHONE                    LUFKIN,TX
        Completeness   - WEATHER NOT PERTINENT       Destination                         Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC                      CLARK FLD
        Wind Dir/Speed- 180/010 KTS                                                        Runway Ident      - 36
        Visibility    -    15.0   SM              ATC/Airspace                             Runway Lth/Wid    -  1800
        Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE             Runway Surface    - GRAVEL
        Lowest Ceiling        - NONE                Type of Clearance   - NONE             Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN                        ROUGH
        Precipitation         - NONE                                      FULL STOP
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -     28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL,CFI                     Current       - YES         Total       -    389      Last 24 Hrs -       4
          SE LAND                            Months Since  -  1          Make/Model-       12      Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-       45      Last 90 Days-      11

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
MISINTERPRETING THE WINDSOCK, THE PILOT LANDED DOWNWIND ON A SHORT GRAVEL STRIP AND COLLIDED WITH A TREE AT THE END.
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File No. - 109   4/03/85   JUSTIN,TX   A/C Reg. No. N7137P   Time (Lcl) - 1045 CST

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - MISREAD - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. PLANNED APPROACH - NOT CORRECTED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. OBJECT - TREE(S)
9. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,9

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  173       4/04/85     BIG SPRING,TX             A/C Reg. No. N189                 Time (Lcl) - 1300 CST
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                              Injuries
                                                                SUBSTANTIAL                      Fatal    Serious    Minor     None
     Type of Operation          -EXECUTIVE/CORPORATE           Fire                     Crew       0         0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE                    Pass       0         0         0         1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T337G                   Eng Make/Model - CONTINENTAL TSIO-360-C    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    4500                        Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                        Rated Power    -     225 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        ON AIRPORT
       Method         - N/A                          LUBBOCK,TX
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                           BIG SPRING MUNI
       Wind Dir/Speed- 260/022 KTS                                                             Runway Ident      - 17
       Visibility    -    20.0   SM              ATC/Airspace                                  Runway Lth/Wid    -  8800/  150
       Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling     -  25000 FT BROKEN        Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In Command                            Age -     54              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                      Flight Time (Hours)
         PRIVATE                                   Current       - YES        Total       -   5514        Last 24 Hrs -      2
         SE LAND,ME LAND                           Months Since  -  5         Make/Model-    3767        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR     Instrument-     288        Last 90 Days-      4
                                                                              Multi-Eng -    3767

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT LANDED GEAR UP. PLT STATED HE SIMPLY FORGOT TO LOWER THE LANDING GEAR.

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File No. - 173   4/04/85   BIG SPRING,TX   A/C Reg. No. N189   Time (Lcl) - 1300 CST

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPLACENCY - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 99 1/03/85 SALT LAKE CITY,UT A/C Reg. No. N1356A Time (Lcl) - 1345 MST

----Basic Information----

Type Operating Certificate-EXTERNAL LOAD
Type of Operation -EXTERNAL
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AEROSPATIALE SA315B
Landing Gear - SKID
Max Gross Wt - 4300
No. of Seats - 5

Eng Make/Model - TURBOMECA ARTOUSTE IIIB
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 562 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 5480
Make/Model- 153
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 187
Rotorcraft - 5355

Instrument Rating(s) - HELICOPTER

----Narrative----

THE HELICOPTER COLLIDED UNCONTROLLED WITH THE TERRAIN DURING EXTERNAL LOAD OPERATION. A 100 FT STEEL CABLE WAS ATTACHED TO THE CARGO HOOK ON THE HELICOPTER AND A NYLON SLING WAS ATTACHED TO THE CABLE SO A SNOWCAT COULD BE PULLED OUT OF A MUD AREA. THE PLT STATED THAT AS HE BEGAN TO PULL FROM THE REAR OF THE SNOWCAT, THE LATERAL CG WAS EXCEEDED AND THE HELICOPTER IMPACTED SHALLOW WATER ON IT'S RIGHT SIDE.

Brief of Accident (Continued)

File No. - 99 1/03/85 SALT LAKE CITY,UT A/C Reg. No. N1356A Time (Lcl) - 1345 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)
1. AIRCRAFT PERFORMANCE - EXCEEDED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. -  169       2/25/85    LAPOINT,UT               A/C Reg. No. N17RK            Time (Lcl) - 1400 MST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation          -AERIAL OBSERVATION           Fire                  Crew     0        0        0         1
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass     0        0        1         0
    Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 180                  Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2800                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                     Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                          ROOSEVELT,UT
      Completeness   - N/A                        Destination                              Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- CALM                                                                   Runway Ident     - N/A
      Visibility     -  100.0   SM               ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -     CLEAR                Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling       - NONE                  Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     38          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          ATP,CFI                               Current        - YES       Total      -   8475        Last 24 Hrs -       3
          SE LAND,ME LAND                       Months Since   - 17        Make/Model-   2000         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days-      15
                                                                           Multi-Eng -   3930         Rotorcraft  - UNK/NR

          Instrumunt Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOWBANK WHILE TAKING OFF FROM A ROAD NEAR LAPOINT, UTAH. THE ACFT WAS BEING USED TO COUNT
ELK ON AN INDIAN RESERVATION. THE PLT LANDED TO RELIEVE HIMSELF. ON THE SUBSEQUENT TAKEOFF THE ACFT HIT A CHUCKHOLE
IN THE ROAD WHICH CAUSED IT TO VEER INTO A SNOWBANK. THE ACFT FLIPPED OVER CAUSING MINOR INJURIES TO THE PASSENGER.

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Brief of Accident (Continued)

File No. - 169 2/25/85 LAPOINT,UT A/C Reg. No. N17RK Time (Lcl) - 1400 MST

Occurrence	ON GROUND COLLISION WITH OBJECT
Phase of Operation	TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - SNOWBANK
5. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. -  168       3/08/85    BOUNTIFUL,UT             A/C Reg. No. N7409E          Time (Lcl) - 1815 MST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                      Fire                Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 91                      NONE               Pass      0        0        0        0
    Accident Occurred During -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 210                    Eng Make/Model - CONTINFNTAL IO-520-A     ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE          Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    3400                       Engine Type     - RECIP-FUEL INJECTED
    No. of Seats  -       4                       Rated Power     -      285 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                   ON AIRPORT
      Method         - N/A                         HURRICANE,UT
      Completeness   - N/A                      Destination                          Airport Data
    Basic Weather    - VMC                         BOUNTIFUL,UT                          SKY PARK AIRPORT
      Wind Dir/Speed- 360/006 KTS                                                        Runway Ident     - 35
      Visibility     -     6.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     16000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
      Lowest Ceiling        - 20000 FT OVERCAST    Type of Clearance   - NONE            Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE                                       FORCED LANDING
      Condition of Light    - DUSK
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age - UNK/NR              Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current        - NO          Total       - UNK/NR         Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - UNK/NR      Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR      Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
ON MARCH 8, 1985, A CESSNA 210, OPERATED BY THE PILOT, LOST ENGINE POWER AND WAS SUBSTANTIALLY DAMAGED. THE AIRPLANE
DEPARTED HURRICANE, UTAH AND THE DESTINATION WAS BOUNTIFUL SKYPARK APRT. THE PILOT STATED THAT THE AIRPLANE WAS
BEING FERRIED TO THE AIRPORT FOR THE PURPOSE OF OBTAINING AN ANNUAL INSPECTION. THE POST ACCIDENT INVESTIGATION
REVEALED THAT THE LEFT FUEL TANK WAS EMPTY. THE RIGHT TANK CONTAINED 1/4. THE ENGINE WAS EXAMINED AND NO FUEL FOUND.
THE ENGINE WAS TEST RUN AND OPERATED IN A NORMAL MANNER. A PLACARD IN THE AIRPLANE STATES THAT TAKEOFFS AND LANDINGS
ARE NOT TO BE PERFORMED WITH 1/4 TANK OR LESS. THE PLT DID NOT FILE AN ACCIDENT REPORT AND AS A RESULT SOME OF THE DATA
FIELDS ARE UNFILLED IN THIS COMPILATION OF KNOWN DATA.
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File No. - 168   3/08/85   BOUNTIFUL,UT   A/C Reg. No. N7409E   Time (Lcl) - 1815 MST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 100 3/13/85 SALT LAKE CITY,UT A/C Reg. No. N51671 Time (Lcl) - 1845 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ENSTROM F-28L
Landing Gear - SKID
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-E1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Instrument Rating(s) - NONE

Age - 46
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

----Narrative----

THE ACFT ENG LOST PWR ON FINAL APCH AT APRX 100 FT AGL. THE TAIL BOOM WAS SEVERED DURING THE AUTOROTATIONAL LANDING ON SOFT GROUND. POST ACCIDENT EXAM OF THE ENG REVEALED THAT THE LEFT MAGNETO POINT GAP WAS EXCESSIVELY CLOSED. DURING ENG TEST RUN, WHEN THE LEFT MAGNETO "P" LEAD WAS DISCONNECTED, THE ENG OPERATED ON THE RIGHT MAG.

Brief of Accident (Continued)

File No. - 100 3/13/85 SALT LAKE CITY,UT A/C Reg. No. N51671 Time (Lcl) - 1845 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. IGNITION SYSTEM,MAGNETO - CLEARANCE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

  File No. - 175      3/31/85    LOGAN,UT              A/C Reg. No. N50511        Time (Lcl) - 1600 MST
-------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage
                                                             SUBSTANTIAL                 Injuries
    Type of Operation          -PERSONAL                                        Fatal  Serious  Minor  None
    Flight Conducted Under     -14 CFR 91                   Fire         Crew     0       0       0      1
    Accident Occurred During   -TAKEOFF                      NONE        Pass     0       0       0      0
-------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 150
    Landing Gear  - TRICYCLE-FIXED       Eng Make/Model  - CONTINENTAL O-200     ELT Installed/Activated - YES/NO
    Max Gross Wt  -   1700               Number Engines  -  1                      Stall Warning System - YES
    No. of Seats  -      2               Engine Type     - RECIPROCATING-CARBURETOR
                                         Rated Power     -    100 HP
-------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data
    Wx Briefing      - NO RECORD OF BRIEFING      Itinerary                           Airport Proximity
      Method         - N/A                          Last Departure Point                ON AIRPORT
      Completeness   - N/A                            SAME AS ACC/INC
    Basic Weather    - VMC                          Destination                       Airport Data
      Wind Dir/Speed- CALM                            LOCAL                             LOGAN
      Visibility     -   50.0   SM                                                      Runway Ident    - 35
      Lowest Sky/Clouds -     CLEAR               ATC/Airspace                          Runway Lth/Wid  -  5900/  150
      Lowest Ceiling      - NONE                    Type of Flight Plan - NONE          Runway Surface  - ASPHALT
      Obstructions to Vision- NONE                  Type of Clearance   - NONE          Runway Status   - DRY
      Precipitation       - NONE                    Type Apch/Lndg      - TRAFFIC PATTERN
      Condition of Light  - DAYLIGHT                                      TOUCH AND GO
-------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     23          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review               Flight Time (Hours)
        PRIVATE                           Current       - YES      Total      -     48      Last 24 Hrs - UNK/NR
        SE LAND                           Months Since  -  2       Make/Model- UNK/NR      Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR   Instrument-      0      Last 90 Days-      8

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED THE RWY DURING A TOUCH AND GO LANDING. THE PLT STATED THAT AFTER TOUCHDOWN, THE ACFT PULLED TO THE
RIGHT. THE ACFT IMPACTED A SNOWBANK TO ADJACENT TO THE RWY AND NOSED OVER. IT WAS REPORTED THAT THE PLT HAD APPLIED
WHEEL BRAKES WITH THE THROTTLE ADVANCED PRIOR TO IMPACTING THE SNOWBANK.
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Brief of Accident (Continued)

File No. - 175   3/31/85   LOGAN,UT   A/C Reg. No. N50511   Time (Lcl) - 1600 MST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
7. TERRAIN CONDITION - SNOWBANK
8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 7

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                              National Transportation Safety Board
                                     Washington, D.C. 20594

                                       Brief of Accident

      File No. -  194       4/01/85    SALT LAKE CITY,UT          A/C Reg. No.  XBCKE           Time (Lcl) - 1313 MST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                       Fire                   Crew    0        0        1         0
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass    0        0        0         4
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 210              Eng Make/Model - CONTINENTAL TSIO-520-R   ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -   1                         Stall Warning System - YES
     Max Gross Wt   - UNK/NR                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                 Rated Power    - UNK/NR
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
        Method         - N/A                       GRAND CANYON,AZ
        Completeness   - N/A                    Destination                               Airport Data
      Basic Weather    - VMC                       SALT LAKE CITY,UT                          SLAT LAKE CITY
        Wind Dir/Speed- 330/008 KTS                                                           Runway Ident      - 34R
        Visibility    -   40.0   SM            ATC/Airspace                                   Runway Lth/Wid    - UNK/NR
        Lowest Sky/Clouds -     CLEAR             Type of Flight Plan - IFR                   Runway Surface    - ASPHALT
        Lowest Ceiling        - NONE              Type of Clearance   - IFR                   Runway Status     - ROUGH
        Obstructions to Vision- NONE              Type Apch/Lndg      - VISUAL
        Precipitation         - NONE                                    FULL STOP
        Condition of Light    - DAYLIGHT                                FORCED LANDING
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -      34               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                     Flight Time (Hours)
          COMMERCIAL                          Current        - YES       Total       -    2500        Last 24 Hrs -       2
          SE LAND,ME LAND                     Months Since   - 10        Make/Model-      430        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days-      30
                                                                         Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON APRIL 1, 1985, A CESSNA 210 WITH MEXICAN REGISTRY, XBCKE,PILOTED BY A MEXICAN NATIONAL, LOST ENGINE POWER AND LANDED
SHORT OF THE RUNWAY AT SALT LAKE CITY INTERNATIONAL AIRPORT THE FLIGHT HAD DEPATED THE GRAND CANYON AZ AIRPORT. POST
ACCIDENT EXAMINATION OF THE AIRCRAFT REVEALED THAT 3 1/2 QTS OF FUEL WAS IN THE LEFT TANK. THE RIGHT TANK WAS 1/2 FULL
NO FUEL WAS FOUND IN THE ENGINE FUEL LINES. THE PLT STATED  HE FOUND THE FUEL GAUGES WERE NEVER ACCURATE. HE DID NOT
REFUEL TO FILL THE ACFT PRIOR TO TAKEOFF BUT ESTIMATED 60 GALLONS OF FUEL ON BOARD THE ACFT . THE FUEL SELECTOR WAS ON T
HE RT TANK AFTER THE ACCIDENT. THE PLT DID NOT STATE WHEN THE SELECTOR WAS USED OR TO WHAT POSITION DURING THE FLT. ONLY
THE MAGS AND BOOST PUMPS WERE MENTIONED IN THE PLTS WRITTEN ACTIVITIES PERFORMED DURING THE INTERVAL FROM "RECOGNIZED"
LOSS OF PWR BY THE PLT TO THE LANDING SHORT OF THE RWY. NO MALFUNCTIONS OR DISCREPANCIES WERE FOUND DURING THE
INVESTIGATION. THE FUEL WAS CHECKED FOR WATER OR CONTAMINENTS & NOTHING EXTRAORDINARY WAS SEEN.
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Brief of Accident (Continued)

File No. - 194 4/01/85 SALT LAKE CITY,UT A/C Reg. No. XBCKE Time (Lcl) - 1313 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FIRE/EXPLOSION
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident
     File No. -    9       1/05/85    PULLMAN,WA              A/C Reg. No. N4702A          Time (Lcl) - 1130 PDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                     Injuries
                                                             SUBSTANTIAL               Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                   Fire                Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                   NONE               Pass     0        0        0       0
     Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152A           Eng Make/Model - LYCOMING O-235         ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED        Number Engines -  1                       Stall Warning System - YES
     Max Gross Wt   -    1670               Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                Rated Power    -     112 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                          Itinerary                              Airport Proximity
     Wx Briefing      - FSS                Last Departure Point                   ON AIRPORT
       Method         - TELEPHONE            PULLMAN,WA
       Completeness   - FULL               Destination                          Airport Data
     Basic Weather    - VMC                  LOCAL                                PULLMAN-MOSCOW
       Wind Dir/Speed- CALM                                                       Runway Ident      - 23
       Visibility     -    10.0   SM     ATC/Airspace                             Runway Lth/Wid    -  5931/  100
       Lowest Sky/Clouds  -    10000 FT SCATTERED  Type of Flight Plan - NONE     Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE        Type of Clearance   - NONE             Runway Status     - DRY
       Obstructions to Vision- NONE        Type Apch/Lndg      - TOUCH AND GO                         SNOW - COMPACTED
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                   Age -      18            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)         Biennial Flight Review                  Flight Time (Hours)
        STUDENT                          Current      - N/A         Total        -     38        Last 24 Hrs -       1
                                         Months Since - N/A         Make/Model-       38        Last 30 Days- UNK/NR
                                         Aircraft Type - N/A        Instrument-        1        Last 90 Days-       3

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT MADE 10 TOUCH AND GO LANDINGS AND HAD JUST RAISED THE FLAPS AND WAS APPLYING FULL PWR TO INITIATE ANOTHER TAKEOFF.
NOTING HE WAS RT OF THE CENTERLINE HE APPLIED LEFT RUDDER. ACFT VEERED SHARPLY TO THE LEFT WHERE IT SLID ON ICE INTO A
SNOWBANK.
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Brief of Accident (Continued)

File No. - 9 1/05/85 PULLMAN,WA A/C Reg. No. N4702A Time (Lcl) - 1130 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No  -   84        1/13/85    KENT,WA                  A/C Reg. No. N679FL            Time (Lcl) - 1645 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                          Injuries
                                                                    DESTROYED                     Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                          Fire                    Crew      1         0         0         0
     Flight Conducted Under     -14 CFR 91                          NONE                   Pass      0         0         0         0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-28-140D             Eng Make/Model - LYCOMING O-320-E2A          ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED               Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt    -    2050                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -      2                       Rated Power    -    140 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                         Destination                              Airport Data
     Basic Weather    - VMC                            LOCAL
       Wind Dir/Speed- CALM                                                                      Runway Ident     - N/A
       Visibility     -    20.0   SM                ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      15000 FT              Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         - 15000 FT BROKEN        Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     55             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                Current         - YES       Total       -    224         Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   -  9         Make/Model-    224         Last 30 Days- UNK/NR
                                               Aircraft Type - PA-28       Instrument-      6          Last 90 Days- UNK/NR

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED TREES AND THE TERRAIN APRX 1/2 MILE SOUTH OF THE ARPT SHORTLY AFTER TAKEOFF. WITNESSES STATED
THE ENG WAS RUNNING ROUGH AND BLACK SMOKE WAS TRAILING FROM THE EXHAUST DURING THE TAKEOFF. EXAMINATION OF THE
ENG REVEALED THE SPARK PLUGS WERE DARK AND SOOTY. NO MECHANICAL FAILURE/MALFUNCTION WAS DISCLOSED.
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Brief of Accident (Continued)

File No. - 84 1/13/85 KENT,WA A/C Reg. No. N679FL Time (Lcl) - 1645 PST

Occurrence #1 LOSS OF POWE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. TERRAIN CONDITION - TREE(S)
3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2 1/14/85 DEER PARK,WA A/C Reg. No. N996MP Time (Lcl) - 1130 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SPOKANE,WA
Destination
DEER PARK,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
DEER PARK MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 4725/ 75
Runway Surface - ASPHALT
Runway Status - DRY
SNOW - COMPACTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 547
Make/Model- 1
Instrument- 5

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

----Narrative----

ACFT TOUCHED DOWN IN THE DISPLACED THRESHOLD WHICH WAS NOT PLOWED CLEAR OF SNOW AS THE REMAINING PORTION OF THE RWY WAS. ACFT NOSED OVER FOLLOWING TOUCHDWON.

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      File No. -    2       1/14/85    DEER PARK,WA                A/C Reg. No. N996MP            Time (Lcl) - 1130 PST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          UNDERSHOOT
Phase of Operation     LANDING

Finding(s)
   1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
   2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
   3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
   4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          NOSE OVER
Phase of Operation     LANDING - FLARE/TOUCHDOWN
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 104 1/22/85 FORKS,WA A/C Reg. No. N87977 Time (Lcl) - 1024 PST

----Basic Information----
Type Operating Certificate-EXTERNAL LOAD
Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----
Make/Model - HILLER UH12DJ3
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 4
Eng Make/Model - ALLISON A250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 HP
ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/030 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FORKS,WA
Destination
FORKS,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FORKS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Instrument Rating(s) - HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11364
Make/Model- 8316
Instrument- 210
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 180
Rotorcraft - 10962

----Narrative----
THE ACFT MADE A HARD LANDING AND ROLLED TO THE LEFT INVERTED AFTER THE ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PLT STATED THAT THE FUEL GUAGE WAS NOT WORKING AND THAT HE WAS USING A DIP STICK TO MEASURE FUEL AT THE TIME OF THE ENGINE FAILURE. HE STATED THAT HE SHOULD HAVE HAD 25 MINUTES OF FUEL REMAINING.

Brief of Accident (Continued)

File No. - 104 1/22/85 FORKS,WA A/C Reg. No. N87977 Time (Lcl) - 1024 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. -  83      1/27/85   LOPEZ,WA              A/C Reg. No. N3845V          Time (Lcl) - 1120 PST
------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                   Injuries
                                                          DESTROYED              Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                   Fire            Crew     1        0        0        0
   Flight Conducted Under     -14 CFR 91                   NONE           Pass     2        0        0        0
   Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 170A                Eng Make/Model - CONTINENTAL C-145-2      ELT Installed/Activated - YES/YES
   Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    2200                    Engine Type    - RECIPROCATING-CARBURETOR
   No  of Seats   -       4                    Rated Power    -     145 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                             Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                  OFF AIRPORT/STRIP
     Method          - N/A                         LOPEZ,WA
     Completeness    - N/A                      Destination                          Airport Data
   Basic Weather     - VMC                         UNK/NR
     Wind Dir/Speed- 100/008 KTS                                                       Runway Ident      - N/A
     Visibility      -     6.0   SM            ATC/Airspace                            Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -                        Type of Flight Plan - NONE            Runway Surface    - N/A
     Lowest Ceiling          -  2000 FT OVERCAST Type of Clearance   - NONE            Runway Status     - N/A
     Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review            Flight Time (Hours)
       PRIVATE                            Current        - YES     Total      -    591         Last 24 Hrs - UNK/NR
       SE LAND                            Months Since   - 21      Make/Model-     118         Last 30 Days-      2
                                          Aircraft Type  - C-172   Instrument-       3         Last 90 Days-     14


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER DEPARTURE N3845V JOINED UP WITH ANOTHER ACFT AND WAS FLYING APRX 200-300 FT AGL IN FORMATION. THE
PLT OF N3845V THEN PULLED UP INTO WHAT WITNESSES DESCRIBED AS A WING OVER MANEUVER AFTER WHICH THE ACFT DESCENDED
TO GROUND IMPACT. ONE WITNESS, WHO KNEW THE PLT, STATED THAT THE PLT OFTEN LIKED TO "SHOW OFF" FOR PEOPLE.
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Brief of Accident (Continued)

File No - 83   1/27/85   LOPEZ,WA   A/C Reg. No. N3845V   Time (Lcl) - 1120 PST

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT

Finding(s)
1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. PULL-UP - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

   File No. -  69       2/04/85    TAHOLAH,WA                 A/C Reg. No. N8306F           Time (Lcl) - 1500 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-EXTERNAL LOAD                 Aircraft Damage                       Injuries
                                                              DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -OTHER WORK USE               Fire               Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 133                    NONE              Pass      0        0        0        0
    Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 369D                  Eng Make/Model - ALLISON 250-C20B      ELT Installed/Activated - YES/NO
    Landing Gear   - SKID                         Number Engines -  1                       Stall Warning System - NO
    Max Gross Wt   -   3000                       Engine Type    - TURBOSHAFT
    No. of Seats   -      5                       Rated Power    -    375 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method        - N/A                          SAME AS ACC/INC
      Completeness  - N/A                       Destination                            Airport Data
    Basic Weather   - VMC                          LOCAL
      Wind Dir/Speed- 290/002 KTS                                                        Runway Ident     - N/A
      Visibility    -    10.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     8000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling       - 20000 FT OVERCAST    Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -    32             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                             Current       - YES       Total      - UNK/NR      Last 24 Hrs - UNK/NR
       SE LAND                                Months Since  - 10        Make/Model- UNK/NR       Last 30 Days- UNK/NR
       HELICOPTER                             Aircraft Type - 369D      Instrument- UNK/NR       Last 90 Days-    222
                                                                        Multi-Eng - UNK/NR       Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT HAD LIFTED OFF DURING AN EXTERNAL LOAD OPERATION WHEN THE PLT FELT A "VIBRATION/SHUDDER". THE RIGHT SKID
CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER DURING AN ATTEMPT TO MANEUVER THE HELICOPTER AWAY FROM GROUND
PERSONNEL. INSPECTION REVEALED THE MAIN ROTOR DRIVE SHAFT SEPARATED APRX 3 INCHES FROM THE SPLINED END OF THE SHAFT.
METALLURGICAL EXAMINATION DISCLOSED THE SHAFT FAILED FROM UNIDIRECTIONAL FATIGUE INITIATING FROM SURFACE PITS
ON THE SHAFT.

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Brief of Accident (Continued)

File No. - 69 2/04/85 TAHOLAH,WA A/C Reg. No. N8306F Time (Lcl) - 1500 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)
1. ROTOR DRIVE SYSTEM,MAIN ROTOR MAST(DRIVE SHAFT) - FATIGUE
2. ROTOR DRIVE SYSTEM,MAIN ROTOR MAST(DRIVE SHAFT) - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 ROLL OVER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                               Washington, D.C. 20594

                                 Brief of Accident

     File No. -   46        2/08/85    SPOKANE,WA              A/C Reg. No. N6588S           Time (Lcl) - 1630 PST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -POSITIONING                   Fire                 Crew     0        0         0        1
    Flight Conducted Under    -14 CFR 91                      NONE                Pass     0        0         0        1
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 58TC               Eng Make/Model - CONTINENTAL TSIO-520-L   ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    6200                  Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power     -    310 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                     ON AIRPORT
      Method         - IN PERSON                KALISPELL,MT
      Completeness   - FULL                  Destination                             Airport Data
    Basic Weather    - IMC                      SPOKANE,WA                              FELTS FIELD
      Wind Dir/Speed- 100/005 KTS                                                       Runway Ident      - 32
      Visibility     -     1.000 SM         ATC/Airspace                                Runway Lth/Wid    -  4500/  150
      Lowest Sky/Clouds  -                    Type of Flight Plan - IFR                 Runway Surface    - ASPHALT
      Lowest Ceiling           -    700 FT OBSCURED  Type of Clearance   - NONE          Runway Status     - SNOW - DRY
      Obstructions to Vision- FOG             Type Apch/Lndg      - FULL STOP
      Precipitation          - SNOW
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     53              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
       ATP,CFI                               Current        - YES       Total        -   8007       Last 24 Hrs -       4
       SE LAND,ME LAND,SE SEA                Months Since   -  1        Make/Model-        50       Last 30 Days- UNK/NR
       HELICOPTER                            Aircraft Type  - UNK/NR    Instrument-       809       Last 90 Days-     113
                                                                        Multi-Eng -      2611       Rotorcraft  -     244

       Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT TOUCHED DOWN TO THE LEFT OF THE RUNWAY ONTO SNOW. VISIBILITY AT THE TIME OF THE ACCIDENT WAS 1 MILE WITH SNOW
AND A CEILING OF 700 FEET.
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Brief of Accident (Continued)

File No. - 46 2/08/85 SPOKANE,WA A/C Reg. No. N6588S Time (Lcl) - 1630 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. IFR PROCEDURE - SIMULATED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington  D.C. 20594

                                      Brief of Accident

      File No. -   73        2/17/85    SPANAWAY,WA             A/C Reg. No. N84578           Time (Lcl) - 1415 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation           -PERSONAL                      Fire                    Crew     0         0         0         1
     Flight Conducted Under      -14 CFR 91                       NONE                  Pass     0         0         0         2
     Accident Occurred During    -APPROACH
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172                     Eng Make/Model  - LYCOMING O-320-D          ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -    2600                        Engine Type     - RECIPROCATING-CARBURETOR
     No  of Seats    -      4                         Rated Power     -     145 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                              Airport Proximity
      Wx Briefing      - FSS                          Last Departure Point                   ON AIRPORT
        Method         - TELEPHONE                      FT. LEWIS,WA
        Completeness   - FULL                        Destination                           Airport Data
      Basic Weather    - VMC                            SPANAWAY,WA                            SPANAWAY
        Wind Dir/Speed- CALM                                                                   Runway Ident      - 34
        Visibility     -    15.0   SM                ATC/Airspace                              Runway Lth/Wid    -  2700/    90
        Lowest Sky/Clouds  -     CLEAR                  Type of Flight Plan - NONE             Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE                   Type of Clearance   - NONE             Runway Status     - DRY
        Obstructions to Vision- NONE                    Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                          Age -      38          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
           PRIVATE                                 Current        - UNK/NR     Total       -     94        Last 24 Hrs -       3
           SE LAND                                 Months Since   - UNK/NR     Make/Model-       19        Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR     Instrument-        0        Last 90 Days-      15

           Instrument Rat.ng(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING TO BETTER ALIGN THE ACFT FOR FINAL APCH WHEN A TREE WAS STRUCK WITH THE RIGHT WING. THE PLT
STATED SHE WAS DISTRACTED WHILE MAKING PREPARATIONS TO LAND. THE LANDING WAS CONTINUED WITHOUT INCIDENT.
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Brief of Accident (Continued)

File No. - 73 2/17/85 SPANAWAY,WA A/C Reg. No. N84578 Time (Lcl) - 1415 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. -    5       2/17/85     PASCO WA                 A/C Reg. No. N1806C            Time (Lcl) - 1555 PST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating certificate-ON-DEMAND AIR TAXI                Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                         Fire                  Crew      0         0         0        1
    Flight Conducted Under     -14 CFR 91                         NONE                 Pass      0         0         0        1
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH BE-77                  Eng Make/Model  - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED               Number Engines  -  1                         Stall Warning System - NO
    Max Gross Wt   -    1650                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -     2                        Rated Power     -     115 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                     Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                          ON AIRPORT
      Method          - N/A                          SAME AS ACC/INC
      Completeness    - N/A                      Destination
    Basic Weather     - VMC                          LOCAL                                    Airport Data
      Wind Dir/Speed- CALM                                                                      TRI CITIES
      Visibility      -    35.0    SM                                                           Runway Ident     - 30
                                                 ATC/Airspace                                   Runway Lth/Wid   -  7700/  150
      Lowest Sky/Clouds  -     18000 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling       - 25000 FT BROKEN       Type of Clearance   - VFR                    Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                        TOUCH AND GO
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      28              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES        Total       -    140        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   - 22         Make/Model-    140        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-      0        Last 90 Days-      1

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT MADE FULL FLAP APCH AT IDLE PWR WHILE PRACTICING A SHORT FIELD LANDING. PLT STATED APCH ORIGINALLY WAS HIGH
AND LATER BECAME LOW. PLT DELAYED ADDING PWR AND ACFT TOUCHED DOWN 130 FT SHORT OF THE RWY. ACFT BOUNCED AND CONTACTED
THE GROUND AGAIN NOSE WHEEL FIRST COLLAPSING THE NOSE GEAR.
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Brief of Accident (Continued)

File No. - 5 2/17/85 PASCO,WA A/C Reg. No. N1806C Time (Lcl) - 1555 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION DELAYED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. FLARE - IMPROPER - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  106        3/08/85    STANWOOD,WA              A/C Reg. No. N30377             Time (Lcl) - 1500 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                   SUBSTANTIAL                Fatal   Serious   Minor     None
      Type of Operation          -PERSONAL                        Fire                Crew      0        0        0         1
      Flight Conducted Under     -14 CFR 91                        NONE               Pass      0        0        0         1
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 177A                 Eng Make/Model - LYCOMING O-360-A2F       ELT Installed/Activated - YES/YES
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - UNK/NR
      Max Gross Wt   -    2300                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                     Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing      - UNK/NR                    Last Departure Point                      ON AIRPORT
        Method         - UNK/NR                      SNOHOMISH,WA
        Completeness   - UNK/NR                   Destination                             Airport Data
      Basic Weather    - VMC                         STANWOOD,WA                             REINING AIR PARK
        Wind Dir/Speed- 360/006 KTS                                                           Runway Ident     - 16
        Visibility     -    50.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  1800/   85
        Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - GO AROUND
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     48         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
          PRIVATE                                Current        - UNK/NR     Total       -     120         Last 24 Hrs - UNK/NR
          SE LAND                                Months Since   - UNK/NR     Make/Model-     120           Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-       0            Last 90 Days-      23

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING TO LAND THE ACFT DOWNWIND AND UPHILL. A GO-AROUND WAS ATTEMPTED AND THE ACFT STRUCK TREES AT THE
DEPARTURE END OF THE RWY.
---------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 106   3/08/85   STANWOOD,WA   A/C Reg. No. N30377   Time (Lcl) - 1500 PST

Occurrence #1   OVERRUN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. PROPER TOUCHDOWN POINT - INACCURATE - PILOT IN COMMAND
3. TERRAIN CONDITION - UPHILL

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 121 3/14/85 RITZVILLE,WA A/C Reg. No. N8495 Time (Lcl) - 1200 PST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
		Injuries		
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - GRUMMAN 164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RITZVILLE,WA
Destination
RITZVILLE,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
LUND FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 3500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY
SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 283
Make/Model- 10
Instrument- 15
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 82

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING THE ACFT CAUGHT A GUST OF WIND AND DRIFTED RIGHT OF THE RUNWAY. THE PLT ATTEMPTED TO CORRECT BY USE OF RUDDER AND AILERON, BUT WAS UNSUCCESSFUL. THE ACFT THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 121 3/14/85 RITZVILLE,WA A/C Reg. No. N8495 Time (Lcl) - 1200 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - GUSTS
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 122 3/15/85 DAVENPORT,WA A/C Reg. No. N1263W Time (Lcl) - 1130 PST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - WEATHERLY 201B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3500
No. of Seats - 1
Eng Make/Model - P&W R985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HARRINGTON,WA
Destination
DAVENPORT,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SNOW - DRY
ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1663
Make/Model- 1100
Instrument- 48
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

----Narrative----

A VIBRATION STARTED IN THE ENGINE AND WHILE THE PLT WAS MONITORING THE ENGINE GAUGES HE NOTED A LOSS OF ALL OIL PRESSURE. A LANDING WAS MADE ON A FIELD AND DURING ROLLOUT THE LEFT MAIN GEAR WAS TORN OFF WHEN IT STRUCK A MOUND OF DIRT. THE ACFT THEN STRUCK SNOW AND NOSED OVER.

Brief of Accident (Continued)

File No. - 122   3/15/85   DAVENPORT,WA   A/C Reg. No. N1263W   Time (Lcl) - 1130 PST

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   CRUISE

Finding(s)
1. ENGINE ASSEMBLY,CRANKCASE - BLOCKED(TOTAL)
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
3. FLUID,OIL - LOSS,TOTAL

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - SNOWBANK
7. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
8. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 107       3/15/85    BREMERTON,WA              A/C Reg. No. N5033W            Time (Lcl) - 1110 PST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                 Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass     0        0        0       0
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - BELLANCA 7GCBC               Eng Make/Model - LYCOMING O-320-E20       ELT Installed/Activated - YES/YES
    Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    1800                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                      Rated Power    -    150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                      ON AIRPORT
      Method         - UNK/NR                      SEATTLE,WA
      Completeness   - UNK/NR                   Destination                              Airport Data
    Basic Weather    - VMC                         BREMERTON,WA                             BREMERTON NATIONAL
      Wind Dir/Speed- 005/010 KTS                                                          Runway Ident     - 01
      Visibility    -    20.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  6200/  150
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     71              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current       - YES        Total       -    738        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  - 23         Make/Model-       13        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-       10        Last 90 Days-      7

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT BOUNCED DURING LANDING AND ADEQUATE RECOVERY WAS NOT MADE. THE ACFT CAME TO REST INVERTED.
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File No. - 107 3/15/85 BREMERTON,WA A/C Reg. No. N5033W Time (Lcl) - 1110 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  125        3/30/85    TRINIDAD,WA               A/C Reg. No. N772GW          Time (Lcl) - 1330 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL             Fatal   Serious   Minor   None
     Type of Operation        -PERSONAL                          Fire              Crew      1       0         0       0
     Flight Conducted Under   -14 CFR 91                          NONE             Pass      0       0         0       1
     Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-180          Eng Make/Model - LYCOMING O-360-A3A        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -   2175                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                   Rated Power    -    180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - UNK/NR                    Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                   CASHMERE,WA
       Completeness   - UNK/NR                    Destination                            Airport Data
     Basic Weather    - VMC                         VANTAGE,WA
       Wind Dir/Speed- 320/014 KTS
       Visibility     -   20.0   SM              ATC/Airspace                              Runway Ident     - N/A
       Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE               Runway Lth/Wid   - N/A
       Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Surface   - WATER
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE               Runway Status    - WATER - CHOPPY
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     47              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                             Current         - YES       Total       -    528        Last 24 Hrs -       1
         SE LAND,SE SEA                         Months Since    - 49        Make/Model-     300        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-       9        Last 90 Days-       4

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS OPERATING THE AIRCRAFT BY FLYING AT LOW ALTITUDE DOWN THE COLUMBIA RIVER SO AS TO AVOID TURBULENCE.
DURING THE FLIGHT A DOWNDRAFT WAS ENCOUNTERED IN WHICH INSUFFICIENT ALTITUDE WAS AVAILABLE TO PREVENT THE WATER AND
AN UNINTENTIONAL DITCHING RESULTED.
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Brief of Accident (Continued)

File No. - 125 3/30/85 TRINIDAD,WA A/C Reg. No. N772GW Time (Lcl) - 1330 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 DITCHING
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                                   National Transportation Safety Board
                                        Washingtor. D.C. 20594

                                           Brief of Accident

    File No. - 124       4/03/85    WALLA WALLA,WA           A/C Reg. No. N5438B          Time (Lcl) - 1300 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation        -PERSONAL                          Fire               Crew       0        0        0       1
     Flight Conducted Under   -14 CFR 91                          NONE              Pass       0        0        0       0
     Accident Occurred During -TAXI
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 182                  Eng Make/Model - CONTINENTAL O-470-L     ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED              Number Engines - 1                          Stall Warning System - YES
     Max Gross Wt  -    2650                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       4                     Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing       - FSS                     Last Departure Point                    ON AIRSTRIP
       Method          - TELEPHONE                 PASCO,WA
       Completeness    - FULL                   Destination                            Airport Data
     Basic Weather     - VMC                       WALLA WALLA,WA                          PAGE
       Wind Dir/Speed- 240/017 KTS                                                        Runway Ident      - 29
       Visibility      -    10.0   SM           ATC/Airspace                              Runway Lth/Wid    -  1300 -UNK/NR
       Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface    - GRASS/TURF
       Lowest Ceiling          - NONE            Type of Clearance   - NONE               Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     37          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        PRIVATE                              Current        - YES      Total       -   1267       Last 24 Hrs -       1
        SE LAND                              Months Since   - 16       Make/Model-      156       Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR   Instrument-       98       Last 90 Days-      16


        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAXI FROM LANDING A GUST OF WIND PUSHED THE ACFT FROM BEHIND ONTO SOFT GROUND WHERE IT NOSED OVER.

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Brief of Accident (Continued)

File No. - 124 4/03/85 WALLA WALLA,WA A/C Reg. No. N5438B Time (Lcl) - 1300 PST

Occurrence #1 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

      File No. - 162      4/14/85    STEVENS POINT,WI          A/C Reg. No. N4609X           Time (Lcl) - 1330 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                   Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                        ON GROUND             Pass     0        0        1        0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150G                   Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                           STEVENS POINT,WI
      Completeness   - N/A                        Destination                          Airport Data
    Basic Weather    - VMC                           LOCAL
      Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
      Visibility     -    10.0   SM               ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR               Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling        -  3000 FT OVERCAST     Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     28             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current        - YES     Total      -     170         Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since   - 21      Make/Model-      15         Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR  Instrument-       0         Last 90 Days-       2


        Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A LOW LEVEL FLT OVER A RIVER, THE PLT INITIATED A TURN TO REVERSE DIRECTION AT 300 FT AGL. THE ACFT CONTACTED
THE WATER DURING THE DESCENDING TURN AND NOSED OVER.

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Brief of Accident (Continued)

File No. - 162 4/14/85 STEVENS POINT,WI A/C Reg. No. N4609X Time (Lcl) - 1330 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. TERRAIN CONDITION - WATER,GLASSY
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. DESCENT - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 192 1/31/85 HUNTINGTON,WV A/C Reg. No. N95HA Time (Lcl) - 2045 EST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -HOGAN AIR, INC.
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	1	1	0

----Aircraft Information----

Make/Model - BEECH E185
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9700
No. of Seats - 2
Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 010/005 KTS
Visibility - 125.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
HUNTINGTON,WV
Destination
LOUISVILLE,KY

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
TRI STATE AIRPORT
Runway Ident - 12
Runway Lth/Wid - 6509/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - WET SLUSH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 7022
Make/Model- 3000
Instrument- 676
Multi-Eng - 5702
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 33
Rotorcraft - 7

Instrument Rating(s) - AIRPLANE

----Narrative----

3-4 INCH SNOW ACCUMULATION ON ACFT PRIOR TO FLT. PLT SAID HE SWEPT SNOW OFF EXCEPT AN AREA HE COULD NOT REACH. HEAVY SNOWFALL, WET SNOW REPORTED AS ACFT WAS PREPARED FOR DEPARTURE, DRG RUNUP, TAXI AND TAKEOFF. PLT ADVISED BY TOWER THAT VISIBILITY WAS 1/8 MILE WITH FOG AND SNOW. PUBLISHED TKOF MINIMUM FOR FAR 135 OPN WAS 1/2 MILE. AFTER RIKING SNOWPLOW LOCATED 150 FEET LEFT OF RWY. ACFT CONTINUED OVER EMBANKMENT AND CAME TO REST INVERTED. ICE AND SNOW FND ON UPPER TAIL SURFACE. ELEVATOR TRIM INDICATED FULL NOSE DN. AILERON TRIM IND LEFT BANK. WITNESSES SAID ENGS SOUNDED NORMAL, LDG LIGHTS ON, 600 FEET VISIBILITY FROM POSITION OF SNOWPLOW. PLT SAID 35 INCHES MAP WHEN DESCENDING. MAP INCREASED WITH ADDITIONAL THROTTLE. NO ENGINE ROUGHNESS.

Brief of Accident (Continued)

File No. - 192 1/31/85 HUNTINGTON,WV A/C Reg. No. N95HA Time (Lcl) - 2045 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - SNOW
4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. IFR PROCEDURE - DISREGARDED - PILOT IN COMMAND
8. TERRAIN CONDITION - SNOW COVERED
9. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
10. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. -  177       3/10/85    CHARLESTON,WV             A/C Reg. No. N53726            Time (Lcl) - 1903 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                       Fire                Crew      0        0        0       1
    Flight Conducted Under     -14 CFR 91                       NONE               Pass      0        0        0       0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - BELLANCA 7KCAB                 Eng Make/Model - LYCOMING AEIO-320-E2B     ELT Installed/Activated - YES/NO
    Landing Gear  - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt  -    1650                        Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       2                        Rated Power    -      150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                     ON AIRPORT
      Method        - N/A                           SAME AS ACC/INC
      Completeness  - N/A                        Destination                             Airport Data
    Basic Weather   - VMC                           LOCAL                                  KANAWHA
      Wind Dir/Speed- 140/003 KTS                                                          Runway Ident    - 15
      Visibility    -   20.0   SM               ATC/Airspace                               Runway Lth/Wid  -  4750/  150
      Lowest Sky/Clouds  -     2500C FT SCATTERED  Type of Flight Plan - NONE              Runway Surface  - ASPHALT
      Lowest Ceiling       - NONE                 Type of Clearance   - NONE              Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation        - NONE
      Condition of Light   - NIGHT(BRIGHT)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     53          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total     -     678        Last 24 Hrs -       1
        SE LAND                                 Months Since   -  8        Make/Model-       6        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR    Instrument-     128        Last 90 Days-      15

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LANDED LONG ON THE RWY & AT EXCESSIVE SPEED. IN AN ATTEMPT TO STOP THE ACFT SHE APPLIED BRAKES & THE
ACFT FLIPPED UPSIDE DOWN.

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Brief of Accident (Continued)

File No. - 177 3/10/85 CHARLESTON,WV A/C Reg. No. N53726 Time (Lcl) - 1903 EST

Occurrence #1	OVERRUN
Phase of Operation	LANDING - FLARE/TOUCHDOWN

Occurrence #2	NOSE OVER
Phase of Operation	LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. PLANNED APPROACH - INADVERTENT - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. -   40       1/04/85    RAWLINS,WY               A/C Reg. No. N3575Z          Time (Lcl) - 1440 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                   Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        1        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-18-150                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - UNK/NR
    Landing Gear  - TAILWHEEL-ALL FIXED             Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt  -    1800                         Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                         Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                            SAME AS ACC/INC
      Completeness   - N/A                          Destination                          Airport Data
    Basic Weather    - VMC                            LOCAL
      Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
      Visibility     -    50.0   SM                ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      CLEAR                Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling          - NONE                 Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     33           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current         - YES       Total       - UNK/NR        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                        Months Since  -  1          Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LOST ENG PWR AND WAS SUBSTANTIALLY DAMAGED DURING AN OFF ARPT EMERGENCY LANDING. THE PURPOSE OF THE FLT
WAS TO LOOK FOR COYOTES. THE POST ACCIDENT ENG EXAM REVEALED THAT 9 CONSECUTIVE TEETH ON THE LEFT MAGNETO DRIVE
GEAR WERE GROUND OFF. THIS ALLOWED THE SPARK PLUGS ENERGIZED BY THE LEFT MAGNETO TO FIRE OR SPARK OUT OF PROPER
SEQUENCE.

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Brief of Accident (Continued)

File No. - 40 1/04/85 RAWLINS,WY A/C Reg. No. N3575Z Time (Lcl) - 1440 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. IGNITION SYSTEM,MAGNETO - WORN

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  145        1/14/85     WAPITI,WY                     A/C Reg. No. N759WE             Time (Lcl) - 1410 MST
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                             Injuries
                                                                  DESTROYED                   Fatal    Serious    Minor      None
     Type of Operation         -PERSONAL                          Fire                 Crew     0          1        0          0
     Flight Conducted Under    -14 CFR 91                         NONE                 Pass     0          0        1          0
     Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182Q                 Eng Make/Model - CONTINENTAL O-470-4      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2800                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power     -     230 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         CODY,WY
       Completeness   - N/A                       Destination                           Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 300/030 KTS                                                          Runway Ident     - N/A
       Visibility     -    15.0   SM            ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling        - NONE               Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     36           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                 Current       - UNK/NR    Total      -    230         Last 24 Hrs -      1
         SE LAND                                 Months Since  - UNK/NR    Make/Model-     198         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      15         Last 90 Days-     34


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PILOT AS SHE WAS FLYING HER AIRCRAFT IN A CANYON SHE ENCOUNTERED DOWNDRAFTS WHICH PUSHED HER AIRCRAFT
DOWN. SHE WAS UNABLE TO MAINTAIN HER AIRSPEED OR ALTITUDE AND ELECTED TO PUT THE AIRCRAFT INTO THE TREES.

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Brief of Accident (Continued)

File No. - 145 1/14/85 WAPITI,WY A/C Reg. No. N759WE Time (Lcl) - 1410 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - MOUNTAIN WAVE
4. WEATHER CONDITION - HIGH WIND
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. WEATHER EVALUATION - NOT USED - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
10. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

    File No. -   66      2/25/85    FORT BRIDGER,WY          A/C Reg. No. N9795X          Time (Lcl) - 1330 MST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                       Fire                 Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass      0        0        0        1
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 210               Eng Make/Model - CONTINENTAL IO-470-S     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3000                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power    -     260 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                          Itinerary                                    Airport Proximity
    Wx Briefing      - FSS                 Last Departure Point                         OFF AIRPORT/STRIP
      Method         - TELEPHONE             KREMMLING,CO
      Completeness   - FULL               Destination                                Airport Data
    Basic Weather    - IMC                   SAME AS ACC/INC
      Wind Dir/Speed- 330/045 KTS                                                       Runway Ident     - N/A
      Visibility     - UNK/NR              ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                  Type of Flight Plan - NONE                  Runway Surface   - N/A
      Lowest Ceiling          - OBSCURED    Type of Clearance   - NONE                  Runway Status    - N/A
      Obstructions to Vision- BLOWING SNOW  Type Apch/Lndg      - FORCED LANDING
      Precipitation           - SNOW
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                   Age -      33           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)         Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL                        Current       - UNK/NR    Total       -     407       Last 24 Hrs - UNK/NR
          SE LAND,SE SEA                    Months Since  - UNK/NR    Make/Model-       21       Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument- UNK/NR         Last 90 Days-    189
                                                                      Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT ENCOUNTERED MODERATE TURBULENCE AND IFR CONDITIONS WHILE EN ROUTE OVER FORT BRIDGER, WY. THE PLT STATED
HE ATTEMPTED TO CLIMB ON TOP BUT THE ACFT HAD ACCUMULATED ICE AND THE ALTIMETER AND VSI INDICATED A RAPID DESCENT.
A FORCED LANDING WAS THEN ATTEMPTED ON A ROAD DURING WHICH, THE PLT STATED, THE WIND "LITERALLY PICKED THE AIRCRAFT
UP AND PUSHED IT SIDEWAYS INTO A DITCH."

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File No. - 66 2/25/85 FORT BRIDGER,WY A/C Reg. No. N9795X Time (Lcl) - 1330 MST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CLIMB

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - TURBULENCE
4. AIRCRAFT PERFORMANCE - DETERIORATED
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
9. WEATHER CONDITION - GUSTS
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
11. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,10

Factor(s) relating to this accident is/are finding(s) 1,2,3

```
                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. -  167       4/02/85    KEMMERER,WY              A/C Reg. No. N1085H           Time (Lcl) - 1450 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                         Fire                 Crew      0        0        1         0
     Flight Conducted Under     -14 CFR 91                         NONE                Pass      0        0        0         0
     Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181              Eng Make/Model - LYCOMING O-360-A4A       ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2550                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
       Method           - N/A                        SAME AS ACC/INC
       Completeness     - N/A                     Destination                            Airport Data
     Basic Weather      - VMC                        SAME AS ACC/INC                       KEMMERER
       Wind Dir/Speed- 270/016 KTS                                                         Runway Ident     - 20
       Visibility     -    50.0   SM             ATC/Airspace                              Runway Lth/Wid   -  4000/   70
       Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE                Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      19            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total      -      65         Last 24 Hrs -        1
         SE LAND                                 Months Since   -  0        Make/Model-       65         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        0         Last 90 Days-        1


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ON APRIL 2, 1985, AN INEXPERIENCED PVT PLT ATTEMPTED TO LAND ON A RUNWAY WITH A 24KT CROSSWIND AT KEMMERER, WY. THE
FAVORABLE RUNWAY WAS CLOSED DUE TO SNOW ACCUMULATIONS. ON THE THIRD ATTEMPT THE ACFT LANDED HARD AND BOUNCED INTO THE
AIR. THE PLT ATTEMPTED TO GO AROUND BUT THE ACFT STALLED, VEERED OFF THE RUNWAY AND COLLIDED WITH A SNOW BANK. THE ACFT
RECEIVED SUBSTANTIAL DAMAGE AND THE PLT RECVD MINOR INJURIES.

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Brief of Accident (Continued)

File No. - 167 4/02/85 KEMMERER,WY A/C Reg. No. N1085H Time (Lcl) - 1450 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - SNOWBANK
2. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. AIRSPEED(VMCG) - NOT ATTAINED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UNAVAILABLE
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. WEATHER CONDITION - CROSSWIND

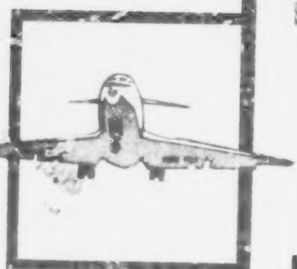
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,8

PB86-916916

TD1.109/13:86/16



NATIONAL TRANSPORTATION SAFETY BOARD

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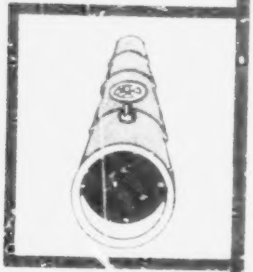
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

ORIGINAL

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 2 OF 1985 ACCIDENTS



NTSB/AAB-86/16

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No.
NTSB/AAB-86/16

2. Government Accession No.
PB86-916916

3. Recipient's Catalog No.

4. Title and Subtitle

Aircraft Accident Briefs - Brief Format
U.S. Civil and Foreign Aviation
Calendar Year 1985 - Issue Number 2

5. Report Date
May 7, 1986

6. Performing Organization Code

7. Author(s)

8. Performing Organization Report No.

9. Performing Organization Name and Address

Bureau of Field Operations
National Transportation Safety Board
Washington, D.C. 20594

10. Work Unit No.

11. Contract or Grant No.

12. Sponsoring Agency Name and Address

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

13. Type of Report and Period Covered

Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 0201 through 0400

17. Key Words
Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather

18. Distribution Statement
This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classification (of this report)
UNCLASSIFIED

20. Security Classification (of this page)
UNCLASSIFIED

21. No. of Pages
404

22. Price

NTSB Form 1765.2 (Rev. 9/74)

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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 2

CALENDAR YEAR 1985

7x

File Order Listing - Issue No. 2, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
201	2624J	031685	TARBORO, NC	CESSNA	150G	SERIOUS	242
202	41964	040685	MT. VERNON, WA	RAVEN	R-7	SERIOUS	368
203	76RF	031485	ATLANTA, GA	CESSNA	182P	NONE	116
204	60649	031385	DECATUR, AL	CESSNA	150J	NONE	22
205	66KA	010685	WINSTON SALEM, NC	BEECH	C90	NONE	232
206	7655Z	050785	BRIDGEPORT, NE	PIPER	PA-25-235	NONE	250
207	7406W	042085	ARLINGTON, TN	PIPER	PA-28-180	MINOR	350
208	912L	021185	NATCHEZ, MS	BEECH	58	NONE	214
209	9904T	011285	BATESVILLE, MS	CESSNA	182C	NONE	206
210	50913	010185	DUBLIN, NC	CESSNA	150J	NONE	230
211	6173U	030385	ANGOLA, IN	CESSNA	U206G	MINOR	150
213	8729H	042085	COY, AR	GRUMMAN	G-164A	FATAL	36
214	8788A	051985	HARPER, KS	BEECH	B35	MINOR	168
215	3891D	021785	WILLISTON, FL	CESSNA	182A	SERIOUS	104
216	112TC	020885	HOLLY SPRINGS, MS	BEECH	58	NONE	210
217	69938	011885	BEAVER, WV	CESSNA	310Q	NONE	382
218	5060Q	040385	ABIQUIU, NM	CESSNA	310N	MINOR	264
219	4926Y	060185	ORDWAY, CO	PIPER	PA-25-260-	NONE	86
220	757FP	030185	WARSAW, NC	CESSNA	152	FATAL	238
221	640K	020185	NEWBERN, NC	BEECH	B-80	NONE	236
223	12SG	012285	LAKE VILLAGE, IN	SAABYE	CASSUTT SP	MINOR	142
224	8555R	012485	INDIANAPOLIS, IN	BEECHCRAFT	BE-58	NONE	144
225	2370E	021985	BURKES GARDEN, VA	CESSNA	182R	FATAL	358
226	9528R	013085	ANDREWS MURPHY, NC	BEECH	BE-35	NONE	234
227	5330B	041985	JACKSONVILLE, AL	CESSNA	152	NONE	28

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
228	3057	012585	VICKSBURG, MS	BEECH	BE-55	NONE	208
229	9329A	033085	OCRACOKE, NC	VARIEZE	DUNCAN/VAR	NONE	244
230	8572G	020285	HARTFORD, TN	CESSNA	150F	SERIOUS	340
231	6727V	042185	SILVER CITY, NM	BEECH	BE36 TC	MINOR	268
232	66387	040685	BEULAH, NM	CESSNA	150M	NONE	266
233	6150	012985	SALT LAKE CITY, UT	BEECH	J35	NONE	354
234	18009	050285	GLENWOOD SPRING, CO	CESSNA	150	SERIOUS	78
235	7370H	050185	GARFIELD, CO	CESSNA	172	NONE	76
236	555JW	042785	AURORA, CO	BOEING	PT 17	NONE	74
237	1112F	022085	MOJAVE, CA	CESSNA	172G	NONE	58
238	79798	031985	WESBTER, SD	CESSNA	172	NONE	336
239	80LW	042685	TAYLOR, MO	LESTER F W	VP-1	MINOR	202
240	4408C	041285	LEXINGTON, KY	CESSNA	195	NONE	176
241	4691	030285	DURHAM, NC	PITTS	S1C	MINOR	240
242	6851H	050485	AUBURN CENTER, PA	CESSNA	172M	FATAL	326
243	7153U	040985	GUNTHERSVILLE, AL	MOONEY	M20E	NONE	24
244	8418K	040185	GARLAND, AR	GULFSTREAM-S	G-164B	FATAL	34
245	98487	022885	BUTTE, MT	CESSNA	421C	NONE	224
246	4151S	031585	ANTON CHICO, NM	BEECH	V35B	NONE	262
247	79011	042885	KINGMAN, KS	CESSNA	172K	MINOR	166
248	300KR	042985	KANSAS CITY, MO	PIPER	PA-28R-200	NONE	204
249	7570K	040885	HERINGTON, KS	CESSNA	152	NONE	164
250	34908	041885	ALLIANCE, NE	CESSNA	177B	NONE	248
251	6024V	032585	SWANTON, VT	LAKE	LA-4-200	SERIOUS	362
252	62730	040485	SAN JOSE, CA	CESSNA	152	NONE	72

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				Make	Model		
253	4227B	033085	WATSONVILLE, CA	BELL	47G-2	NONE	68
254	84096	010785	CHANDLER, AZ	AERONCA	7AC	SERIOUS	46
255	29493	010885	BEAUMONT, CA	PIPER	PA-28-161	MINOR	50
256	80860	021885	MODESTO, CA	GLOBE SWIFT	GC1B	NONE	56
257	95491	031485	GRASS VALLEY, CA	CESSNA	152	NONE	62
258	XBDED	040285	EAGLE MOUNTAIN, CA	CESSNA	414	NONE	70
259	444SR	021785	LOS ALAMITOS, CA	BEECH	B 90	MINOR	54
261	7748K	031885	MOUNTAIN PASS, CA	CESSNA	P210N	FATAL	64
262	3757L	032785	SHOW LOW, AZ	CESSNA	172G	NONE	48
263	69142	021785	JEANNETTE, PA	CESSNA	152	NONE	322
264	8274W	021485	E.MILFORD, NJ	PIPER	PA-28-180	NONE	258
265	212NE	012185	JOHNSTOWN, PA	GATES LEARJE	25D	NONE	320
266	9940Z	012085	ENDICOTT, NY	CESSNA	206G	NONE	286
267	1907B	013085	SILVER LAKE, ME	LUSCOMBE	8A	SERIOUS	180
268	CGDVM	020885	MALONE, NY	PIPER	PA-28-200	SERIOUS	288
269	17824	011285	NEW BEDFORD, MA	BEECH	B58	NONE	178
270	91046	010785	NORTH EAST, PA	CESSNA	C207	NONE	316
271	5497P	011685	FRANKLIN, PA	CESSNA	152II	NONE	318
272	8047P	041985	COLUMBIA, SC	PIPER	PA-32R-301	NONE	328
273	3080J	041185	SEALE, AL	CESSNA	150E	MINOR	26
274	89128	030285	HAWESVILLE, KY	CESSNA	140	NONE	174
275	7513Q	010985	PLATO CENTER, IL	CESSNA	310Q	NONE	120
276	4098S	011685	LAFAYETTE, IN	BEECHCRAFT	BE-58	NONE	140
277	68183	022885	WAYNE CITY, IL	CESSNA	152 II	NONE	126
278	555MF	012885	ST. CROIX, VI	PIPER	PA-23-250	NONE	360

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279	505CX	011485	ATLANTIC OCEAN, FL	CESSNA	337	FATAL	94
280	48650	060385	MARVELL, AR	CESSNA	A188B	NONE	42
281	627WB	060185	CONCORDIA, KS	PIPER	PA-28-236	NONE	170
282	27743	020885	BENTONVILLE, AR	PIPER	PA-31	NONE	32
283	6462D	051885	LOMA, MT	CESSNA	172	NONE	228
284	2362Y	052185	CLAIRE CITY, SD	PIPER	PA-36	MINOR	338
285	2477W	050585	COLORADO SPRING, CO	SCHWEIZER	SGS 2-32	NONE	80
286	38327	050585	ANGLE FIRE, NM	PIPER	PA-28R-201	MINOR	270
287	155LB	022485	FORT BENTON, MT	BENJAMIN	PITTS S1U	NONE	222
288	8036T	031885	CLINTON, MT	HILLIARD	B-8-M	NONE	226
289	3067L	050685	TUCUMCARI, NM	PIPER	PA-28-181	NONE	272
290	781VY	052385	WATKINS, CO	CHAMPION	7FC	MINOR	82
291	7439J	051185	RESERVE, NM	PIPER	PA-28R-180	NONE	274
292	24950	021485	KALISPELL, MT	CESSNA	152	NONE	218
293	39322	042085	CONNELLSVILLE, PA	ISTVANICK	ZIPPPY SPD	MINOR	324
294	4369F	012685	BICKLETON, WA	PIPER	PA-28-161	FATAL	364
295	1539U	022385	SEATTLE, WA	CESSNA	TU206F	NONE	366
296	2688G	042785	BAYOU LA BATRE, AL	CESSNA	182B	SERIOUS	30
297	7629K	032585	ZIONSVILLE, IN	PIPER	PA-20-125	NONE	152
298	67081	013085	GALT, CA	AEROSPATIALE	SA316B	SERIOUS	52
299	92668	021085	ST.AUGUSTINE, FL	PIPER	J3C-65	NONE	98
300	9207E	021185	FT.LAUDERDALE, FL	MAULE	M-5-235C	NONE	100
301	5103Y	020385	KEY LARGO, FL	PIPER	PA-23-250	FATAL	96
302	83CR	022385	HOLLYWOOD, FL	AUTON - DUNH	RUTAN LONG	NONE	106
303	3401T	042385	CLARYVILLE, NY	CESSNA	177	SERIOUS	290

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
304	6088S	020985	NEW ALBANY, MS	BEECH	A36	MINOR	212
305	16841	030985	DAUPHIN ISLAND, AL	BELL	206L	FATAL	20
306	4017W	052085	HARRISBURG, AR	AYRES CORPOR	S2R-600	NONE	40
307	83315	061385	OGALLALA, NE	PIPER	PA-28-181	MINOR	254
308	6723C	061585	PRATT, KS	BEECH	C23	NONE	172
309	86756	041885	ELIZABETHTON, TN	BELLANCA	8GCBC	NONE	348
310	6489M	030785	MEMPHIS, TN	CESSNA	152	NONE	344
311	3570	010985	KANSAS CITY, KS	LOCKHEED	188A	FATAL	162
312	14160	011485	MISSOULA, MT	CESSNA	150	NONE	216
313	21089	021785	HAMILTON, OH	CESSNA	182P	NONE	298
314	511R	021885	HUNTINGBURG, IN	BRANTLY	B-2	NONE	146
315	93154	021685	MANSFIELD, OH	CESSNA	152	NONE	296
316	4267U	021185	SIREN, WI	CESSNA	150D	NONE	372
317	15652	022585	EPHRIAM, WI	PIPER	PA-28-180	NONE	376
318	9EE	050885	MALVERN, AR	HUGHES	369HS	MINOR	38
319	25868	052185	ADAMS, NE	CESSNA	152	NONE	252
320	8836H	061185	SWIFTON, AR	GRUMMAN	G-164A	NONE	44
321	8336W	062085	BELGRADE, NE	PIPER	PA-28-180	NONE	256
322	5292G	050185	NO.MYRTLE BCH, SC	CESSNA	305A	NONE	334
323	6125N	040685	LAS VEGAS, NV	BEECH	BE-23	NONE	284
324	37993	051985	EUGENE, OR	RINGSDORF-MC	VARI-EZE	SERIOUS	314
325	8300Z	051685	TACOMA, WA	PIPER	PA-28-181	NONE	370
326	7545F	031085	RENO, NV	CHAMPION	7GC	NONE	282
327	5326	031785	DUFUR, OR	GRUMMAN	G-164-A	NONE	312
328	8ME	021785	JANESVILLE, WI	CESSNA	177RG	NONE	374

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
329	2431X	012485	LETOHATCHEE, AL	CESSNA	182H	FATAL	18
330	8521N	052185	VALPARAISO, IN	PIPER	PA-28-235	NONE	160
331	3797V	051985	OWOSSO, MI	CESSNA	140A	NONE	194
332	44345	051885	MICHIGAN CITY, IN	TAYLORCRAFT	BC-12D	MINOR	158
333	2297	031885	FREMONT, CA	STRACENER EX	SX	FATAL	66
334	73DB	031685	ERIN, TN	BELL DAYTONA	47G	MINOR	346
335	4654	030285	MADISONVILLE, TN	GRUMMAN	AG-CAT-G-1	NONE	342
336	9325M	022885	OCEANSIDE, CA	MOONEY	N20E	FATAL	60
337	679BL	042585	HILTON HEAD, SC	BEECH	58	NONE	332
338	49EZ	031985	WATERBURY, CT	MARR/ECKBURG	LONG EZE	SERIOUS	92
339	26005	052185	WESTHAMPTON BCH, NY	PIPER	PA-38-112	MINOR	292
340	6450K	022085	PONTIAC, MI	CESSNA	172	NONE	190
341	5272M	021985	HASTINGS, MI	MASSELINK	XTC	NONE	188
342	25654	022085	HIBBING, MN	BEECH	58	NONE	196
343	231GX	022385	COLDWATER, OH	MOONEY AIRCR	M20K	FATAL	302
344	5484G	020885	BAY CITY, MI	CESSNA	421C	NONE	184
345	3012L	030485	LACON, IL	PIPER	PA-32-300	SERIOUS	128
346	54815	022685	MARKESAN, WI	PIPER	PA-23-250	NONE	378
347	101MW	021785	MT. VERNON, IL	RUTAN	VARIEZE	NONE	124
348	6312R	021685	PONTIAC, MI	CESSNA	172RG	NONE	186
349	3280	040785	RAVENNA, OH	SMELKO	CVJETKOVIC	NONE	306
350	48241	032985	RICHMOND, IN	CESSNA	152	NONE	154
351	23390	032185	BRIGHTON, MI	CESSNA	172L	SERIOUS	192
352	94032	031785	SAUK VILLAGE, IL	CESSNA	T210L	NONE	132
353	4145U	042085	COLUMBUS, OH	CESSNA	150D	NONE	310

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
354	55211	041285	PHILLIPSBURG, OH	CESSNA	172P	MINOR	308
355	2299T	041385	CHICAGO, IL	CESSNA	R182	NONE	134
356	7702V	042885	JACKSONVILLE, IL	CESSNA	17/RG	NONE	136
357	2588F	050585	TYLER, MN	PIPER	PA-38-112	NONE	198
358	260JH	042885	INDIANAPOLIS, IN	PITTS AEROBA	PITTS S2B	NONE	156
359	91043	051885	GOLDEN VALLEY, MN	CESSNA	207	MINOR	200
360	50125	051885	DURAND, IL	CESSNA	150	NONE	138
362	3163P	021485	EVERGLADES CITY, FL	PIPER	PA-23	FATAL	102
363	111SC	052485	ENGLEWOOD, CO	CESSNA	340A	NONE	84
364	8362H	060185	BOUNTIFUL, UT	AERONA	7AC	NONE	356
365	3475D	061585	ENGLEWOOD, CO	CESSNA	170B	NONE	90
366	5764N	060885	LAFAYETTE, CO	MOONEY	M20K	NONE	88
367	9735E	030885	TAOS, NM	BELLANCA	17-30A	NONE	260
368	6456K	021785	GROVE CITY, OH	CESSNA	150M	NONE	300
369	3081B	021685	GALENA, OH	CESSNA	195B	NONE	294
370	9237M	010485	NUIQSUT, AK	CESSNA	207A	NONE	2
371	4228M	041885	BELUGA, AK	PIPER	PA-12	NONE	8
372	2667Z	062285	LEWIS RIVER, AK	BELLANCA	8GCBC	NONE	14
374	8444D	011385	TROY, MI	PIPER	PA-28-161	NONE	182
375	1894M	020985	PEORIA, IL	CESSNA	337G	MINOR	122
376	1560S	012585	VERDI, NV	BEECH	BE-35	FATAL	280
377	5442Z	042085	KODIAK, AK	CESSNA	U206G	SERIOUS	10
378	1387B	032485	THOMASTON, GA	KIRST ALLEN	DR-1	NONE	118
379	29JD	042685	RAVENSWOOD, WV	MAULE	M5-235C	NONE	384
380	1819V	041985	SALUDA, SC	CESSNA	120	NONE	330

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
381	52778	041785	SOUTHERN PINES, NC	CESSNA	172P	MINOR	246
382	71877	022885	SUCHES, GA	LUSCOMBE	8A	MINOR	112
383	3227L	031085	BUENA VISTA, GA	CESSNA	172H	NONE	114
384	1613P	022185	LAWRENCEVILLE, GA	PIPER	PA-22-150	NONE	110
387	50NP	020485	SOLDOTNA, AK	BEECH	65-A80	FATAL	6
388	6803B	022585	JACKSONVILLE, FL	CESSNA	210	FATAL	108
389	5394M	022685	FRANKTON, IN	CESSNA	152	NONE	148
390	2365F	030685	MADISON, WI	PIPER	PA-38-112	NONE	380
391	4332Q	030785	CHAMPAIGN, IL	CESSNA	172	NONE	130
392	5125U	030985	CENTER VILLAGE, OH	HUGHES	269C	NONE	304
393	5652D	010585	TRADING BAY, AK	MAULE	M6-235	SERIOUS	4
394	74963	062385	LAKE BEVERLEY, AK	PIPER	PA-18	FATAL	16
395	4876A	061785	MULCHATNA RIVER, AK	PIPER	PA-18	NONE	12
396	26580	022285	CHINOOK, MT	TAYLORCRAFT	BC-65	FATAL	220
397	2681B	010885	SALT LAKE CITY, UT	CESSNA	404	NONE	352
398	37775	062285	LANDERS, WY	ROCKWELL	AEROCOMMAN	NONE	386
399	6504J	062685	ANGLE FIRE, NM	PIPER	PA-28-180	MINOR	278
400	65184	062785	GALLUP, NM	CESSNA	172	NONE	276

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AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 2 OF 1985 ACCIDENTS

/

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 370 1/04/85 NUIQSUT,AK A/C Reg. No. N9237M Time (Lcl) - 1605 AST

----Basic Information----

Type Operating Certificate-COMMUTER
Name of Carrier -CAPE SMYTHE AIR SERVICE
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 207A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 8

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
DEADHORSE,AK
Destination
NUIQSUT,AK

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
NUIOSUT
Runway Ident - 22
Runway Lth/Wid - 5000/ 75
Runway Surface - GRAVEL
Runway Status - ICE COVERED
SNOW - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-207

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1923
Make/Model- 540
Instrument- 101
Multi-Eng - 238
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 460

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER A NIGHT LANDING BY THE COPILOT, AND AFTER THE FIRST BOUNCE, THE PILOT IN COMMAND TOOK CONTROL OF THE AIRCRAFT AFTER IT DEVELOPED A HIGH SINK RATE. THE PILOT THEN GROUND LOOPED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 370 1/04/85 NUIQSUT,AK A/C Reg. No. N9237M Time (Lcl) - 1605 AST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1 LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

      File No. - 393        1/05/85    TRADING BAY,AK            A/C Reg. No. N5652D          Time (Lcl) - 1315 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                              Injuries
                                                                SUBSTANTIAL                    Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                    Crew       0         0         1         0
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass       0         1         0         0
     Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MAULE M6-235                    Eng Make/Model - AVCO LYCOMING IO-540-W1A5DELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2500                         Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                         Rated Power    -      235 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                      Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING           Last Departure Point                           OFF AIRPORT/STRIP
       Method         - N/A                               ANCHORAGE,AK
       Completeness   - N/A                             Destination                                  Airport Data
     Basic Weather    - VMC                               TRADING BAY,AK
       Wind Dir/Speed- 090/003 KTS                                                                     Runway Ident      - N/A
       Visibility     -    20.0   SM                  ATC/Airspace                                     Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      5000 FT SCATTERED      Type of Flight Plan - NONE                     Runway Surface    - N/A
       Lowest Ceiling          - NONE                   Type of Clearance   - NONE                     Runway Status     - N/A
       Obstructions to Vision- UNK/NR                   Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                            Age -      37             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)                  Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                    Current        - YES      Total       -    2665          Last 24 Hrs -         4
          SE LAND,SE SEA                             Months Since   - 18       Make/Model-     2305          Last 30 Days- UNK/NR
                                                     Aircraft Type  - UNK/NR   Instrument-       10          Last 90 Days-        16


          Instrument Rating(s)  - NONE
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----Narrative----
THE PLT-IN-COMMAND, IA AN ATTEMPT TO AVOID A MID-AIR COLLISION, DID NOT CONTROL HIS AIRPLANE SUFFICIENTLY TO
AVOID A STALL. ONCE IN THE STALL THE PLT-IN-COMMAND DID NOT PROPERLY RECOVER & THE AIRPLANE MUSHED INTO THE
GROUND.

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File No. - 393 1/05/85 TRADING BAY,AK A/C Reg. No. N5652C Time (Lcl) - 1315 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. STALL/MUSH - CONTINUED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

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                           National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. - 387       2/04/85    SOLDOTNA,AK               A/C Reg. No. N50NP           Time (Lcl) - 1951 AST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                  Aircraft Damage                       Injuries
     Name of Carrier           -NORTH PACIFIC AIRLINES     DESTROYED                    Fatal   Serious   Minor   None
     Type of Operation         -SCHEDULED,DOMESTIC,PAX/CARGO Fire               Crew      2       0        0       0
     Flight Conducted Under    -14 CFR 135                 ON GROUND            Pass      7       0        0       0
     Accident Occurred During  -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH 65-A80            Eng Make/Model - LYCOMING IO-720-A1B      ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE    Number Engines -  2                         Stall Warning System - YES
     Max Gross Wt  -    8800                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      10                 Rated Power    -     400 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing      - NWS                     Last Departure Point                   OFF AIRPORT/STRIP
       Method         - TELEPHONE                 ANCHORAGE,AK
       Completeness   - FULL                   Destination                          Airport Data
     Basic Weather    - IMC                       SAME AS ACC/INC                      SOLDOTNA
       Wind Dir/Speed- 030/005 KTS                                                     Runway Ident     - 25
       Visibility     -      .750 SM          ATC/Airspace                             Runway Lth/Wid   -  4973/  130
       Lowest Sky/Clouds  -     300 FT          Type of Flight Plan - IFR              Runway Surface   - MACADAM
       Lowest Ceiling         -     300 FT OVERCAST Type of Clearance   - IFR          Runway Status    - SNOW - COMPACTED
       Obstructions to Vision- FOG              Type Apch/Lndg      - VOR/DME
       Precipitation          - FREEZING DRIZZLE
       Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      37              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         ATP                                 Current        - YES      Total      -   7288          Last 24 Hrs -      7
         SE LAND,ME LAND,SE SEA              Months Since   -  3       Make/Model-    2985          Last 30 Days-     96
                                             Aircraft Type - BE-80     Instrument-     890          Last 90 Days-    255

         Instrument Rating(s)  - AIRPLANE
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----Narrative----
DURING ARRIVAL, THE CREW OF NPA FLT 1802 CONTACTED THE COMPANY WX OBSERVER AT SOLDOTNA WHO ADVISED THE WX WAS: WND CALM,
CEILING 600 TO 800 FT, VIS 8 TO 10 MI, NO PRECIP. THEY MADE AN NDB APCH, BUT MISSED THE APCH & REQUESTED ANOTHER APCH.
APRX 1 MIN LATER, THE CREW REPORTED THE ACFT HAD ACCUMULATED A HVY LOAD OF ICE. THEY COULD HAVE DIVERTED NEARBY TO KENAI
FOR AN ILS APCH, BUT ELECTED TO MAKE A VOR APCH BACK TO SOLDOTNA. WHILE BEING VECTORED, THEY MADE 2 MORE CHECKS WITH THE
WX OBSERVER WHO ADVISED THE WX HAD DETERIORATED TO BELOW MINS & RECOMMENDED DIVERTING, BUT THE CREW DID NOT ACKNOWLEDGE.
SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES ON HI TERRAIN APRX 1.5 MI SE OF THE ARPT. THERE WAS EVIDENCE THE ACFT WAS
CIRCLING WHEN IT CRASHED. CIRCLING WAS NOT AUTHORIZED SOUTH OF RWY 7/25. INV REVEALED RECURRING PRBLMS WITH THE ANTI-ICE
SYS, ITS "SINGLE" MODE WAS INOP, 2 DE-ICE BOOTS WERE MISSING FM PROP BLADES. WX STATION LISTED ONLY 1 LGTD MARKER (1/4
MI AWAY) FOR VIS REF; MIN LNDG VIS WAS 1 MI; CEILOMETER WAS INOP. NO FAA INSPN OF WX STATION IN 2 YRS. ICG FORCASTED.
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Brief of Accident (Continued)

File No. - 387 2/04/85 SOLDOTNA,AK A/C Reg. No. N50NP Time (Lcl) - 1951 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)
1. ANTI-ICE/DE-ICE SYSTEM - INADEQUATE
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
5. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT MAINTAINED - COMPANY/OPERATOR MGMT
6. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
7. METEOROLOGICAL SERVICE - INADEQUATE - COMPANY/OPERATOR MGMT
8. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
9. WEATHER CONDITION - LOW CEILING
10. WEATHER CONDITION - FOG
11. WEATHER CONDITION - RAIN
12. WEATHER CONDITION - ICING CONDITIONS
13. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
14. WING - ICE
15. WEATHER CONDITION - BELOW APPROACH MINIMUMS
16. MISSED APPROACH - INITIATED - PILOT IN COMMAND
17. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)
18. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
19. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
20. TERRAIN CONDITION - HIGH TERRAIN
21. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
22. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 18,19,21

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,17,20,22

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 371       4/18/85    BELUGA,AK                  A/C Reg. No. N4228M            Time (Lcl) - 1730 AST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                    Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                    Fire                   Crew     0         0         0        1
     Flight Conducted Under     -14 CFR 91                    NONE                  Pass     0         0         0        1
     Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-12                  Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt   -    1625                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       3                      Rated Power    -      150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          ANCHORAGE,AK
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          BELGULA,AK
       Wind Dir/Speed- CALM                                                                 Runway Ident     - N/A
       Visibility     -     60.0    SM           ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       5000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      29              Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                  Current        - UNK/NR    Total      - UNK/NR          Last 24 Hrs - UNK/NR
         SE LAND                                  Months Since   - UNK/NR    Make/Model-    609           Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR    Instrument-     0            Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
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----Narrative----
ACFT WAS DOING LOW ALT TURNS-ABOUT-A-POINT WHEN THE ENG QUIT DUE TO FUEL STARVATION. THE ACFT THEN CRASHED INTO TREES.
PLT STATED THE ACFT HAD APRX 5 GALS OF FUEL AN BOARD AT THE TIME OF THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 371 4/18/85 BELUGA,AK A/C Reg. No. N4228M Time (Lcl) - 1730 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. REFUELING - DISREGARDED - PILOT IN COMMAND
3. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
4. PLANNING-DECISION - POOR - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
6. TERRAIN CONDITION - HIGH VEGETATION
7. ALTITUDE - INADEQUATE - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. - 377       4/20/85    KODIAK,AK                 A/C Reg. No. N5442Z          Time (Lcl) - 0600 AST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                        Injuries
      Name of Carrier           -ROBERT G. STANFORD               DESTROYED                     Fatal   Serious   Minor   None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire               Crew        0        1        0       0
      Flight Conducted Under    -14 CFR 135                       NONE              Pass        0        1        0       0
      Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA U206G                 Eng Make/Model - CONTINENTAL IO-520-F     ELT Installed/Activated - YES/YES
      Landing Gear   - FLOAT                        Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -   3600                       Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -      6                       Rated Power    -     300 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
        Method          - N/A                         PARAMANOF BAY,AK
        Completeness    - N/A                      Destination                           Airport Data
      Basic Weather     - VMC                         LOCAL
        Wind Dir/Speed- 180/015 KTS                                                        Runway Ident     - N/A
        Visibility    -    15.0   SM              ATC/Airspace                             Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -        400 FT PART OBS  Type of Flight Plan - NONE             Runway Surface   - N/A
        Lowest Ceiling      -       400 FT OVERCAST  Type of Clearance   - NONE             Runway Status    - N/A
        Obstructions to Vision- BLOWING SNOW         Type Apch/Lndg      - NONE
        Precipitation        - SNOW
        Condition of Light   - DAWN
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                     Flight Time (Hours)
         COMMERCIAL                           Current        - YES        Total      -    3000        Last 24 Hrs -       8
         SE LAND,SE SEA                       Months Since   - 10         Make/Model-    3000        Last 30 Days- UNK/NR
                                              Aircraft Type  - 206        Instrument-      51        Last 90 Days-     141

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT MADE LOW ALT STEEP 180 DEG TURN. STALLED & SPUN INTO WATER. ACFT HAD JUST TAKEN OFF & WAS TO SPOT FISH FOR THREE
FISHING VESSELS.

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Brief of Accident (Continued)

File No. - 377   4/20/85   KODIAK,AK   A/C Reg. No. N5442Z   Time (Lcl) - 0600 AST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PERFORMANCE,TURN CAPABILITY - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION,PRESSURE - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION,INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
5. WEATHER CONDITION - UNFAVORABLE WIND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. MANEUVER - EXCESSIVE - PILOT IN COMMAND
10. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 395   6/17/85   MULCHATNA RIVER,AK   A/C Reg. No. N4876A   Time (Lcl) - 1330 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - 00 0
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 020 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MULCHATNA RIVER,AK
Destination
PORTAGE CREEK,AK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 0
Make/Model- 6000
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 80

Instrument Rating(s) - NONE

----Narrative----

PLT REPORTED THAT LEFT WHEEL AXLE BROKE DURING ABORTED TAKEOFF FROM GRAVEL BAR, CAUSING ACFT TO GROUND LOOP. PLT FAILED TO PROVIDE COMPLETE INFO & BROKEN AXLE FOR ANALYSIS.

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                                        Brief of Accident (Continued)

      File No. -  395       6/17/85    MULCHATNA RIVER,AK         A/C Reg. No. N4876A              Time (Lcl) - 1330 ADT
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Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     TAKEOFF

Finding(s)
  1. LANDING GEAR,AXLE - OUTPUT LOW
  2.   PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3.     IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. TERRAIN CONDITION - ROUGH/UNEVEN
  5.   COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
  6.     IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  7. WEATHER CONDITION - CROSSWIND
  8.   FLIGHT MANUALS - DISREGARDED - PILOT IN COMMAND
  9.     IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
 10.     IMPROPER USE OF PROCEDURE,INFORMATION INSUFFICIENT - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - ON GROUND
Phase of Operation     TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6,7,8,9
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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

    File No. - 372      6/22/85    LEWIS RIVER,AK          A/C Reg. No. N2667Z          Time (Lcl) - 1100 ADT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE               Pass    0        0        0        1
    Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 8GCBC             Eng Make/Model - LYCOMING O-360-C1E        ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2150                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
      Method        - N/A                         SAME AS ACC/INC
      Completeness  - N/A                      Destination                             Airport Data
    Basic Weather   - VMC                         ANCHORAGE,AK                             UNKNOWN
      Wind Dir/Speed- 280/005 KTS                                                        Runway Ident     - N/A
      Visibility    -    90.0   SM            ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         - 10000 FT BROKEN  Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     32             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current        - YES        Total        -    338        Last 24 Hrs -      1
        SE LAND,SE SEA                          Months Since   -  2         Make/Model-       31        Last 30 Days-     15
                                                Aircraft Type - 8GCBC       Instrument-       36        Last 90 Days-     30

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THERE WAS A GUST OF WIND ABOUT 10 KNOTS. THE PILOT WAS NOT ABLE TO REACH FLYING SPEED, AND THE
AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY.
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File No. - 372 6/22/85 LEWIS RIVER,AK A/C Reg. No. N2667Z Time (Lcl) - 1100 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

     File No. - 394       6/23/85    LAKE BEVERLEY,AK          A/C Reg. No. N74963             Time (Lcl) - 1015 ADT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                Fire                     Crew      1         2         0         0
    Flight Conducted Under     -14 CFR 91                     NONE                    Pass      0         0         0         0
    Accident Occurred During   -MANEUVERING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18                      Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - YES/NO
    Landing Gear   - FLOAT                            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1760                          Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                          Rated Power    -      150 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                              SHANNON LAKE,AK
      Completeness   - N/A                           Destination                              Airport Data
    Basic Weather    - VMC                              SAME AS ACC/INC
      Wind Dir/Speed- 160/005 KTS                                                                 Runway Ident      - N/A
      Visibility     -    50.0   SM                  ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     CLEAR                   Type of Flight Plan - NONE                 Runway Surface    - N/A
      Lowest Ceiling          - NONE                   Type of Clearance   - NONE                 Runway Status     - N/A
      Obstructions to Vision- NONE                     Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      25               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL,CFI                            Current         - YES        Total      -    579         Last 24 Hrs -       3
        SE LAND,SE SEA                            Months Since    - UNK/NR     Make/Model -     23         Last 30 Days-       7
                                                  Aircraft Type   - UNK/NR     Instrument -     85         Last 90 Days-      15


        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE & HIS STUDENT PLT WAS FLYING AROUND THE LAKE WELL BELOW THE TREE LINE, & AFTER A STEEP
RIGHT BANK THE ACFT STRUCK THE TREES & CRASHED IN THE LAKE, THE ACFT SANK INTO 10 TO 12 FT OF WATER.

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Brief of Accident (Continued)

File No. - 394 6/23/85 LAKE BEVERLEY,AK A/C Reg. No. N74963 Time (Lcl) - 1015 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
   2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. PROPER ALTITUDE - INADEQUATE - PILOT IN COMMAND
   4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. LOW PASS - ATTEMPTED - PILOT IN COMMAND
   6. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
   7. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -  329      1/24/85    LETOHATCHEE,AL          A/C Reg. No. N2431X          Time (Lcl) - 1600 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                    Fatal   Serious   Minor   None
    Type of Operation          -BUSINESS                      Fire                   Crew     1        0        0       0
    Flight Conducted Under     -14 CFR 91                      ON GROUND             Pass     1        0        0       0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182H                    Eng Make/Model - CONT MOTOR O-470-P(15)    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2800                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                        Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
      Method         - TELEPHONE                     PENSACOLA,FL
      Completeness   - WEATHER NOT PERTINENT        Destination                             Airport Data
    Basic Weather    - VMC                            MONTGOMERY,AL                            DANNELLY
      Wind Dir/Speed- 220/008 KTS                                                             Runway Ident     - N/A
      Visibility     -     7.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - IFR                  Runway Surface   - N/A
      Lowest Ceiling          - NONE               Type of Clearance   - IFR                  Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     48            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total       - UNK/NR        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   -  7        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                           Multi-Eng  - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS OBSERVED AT LOW ALT DESCENDING ON A NORTHERLY HDG. ABOUT 1.5 MI. S OF THE CRASH SITE. ENGINE SOUNDS WERE
CHARACTERIZED AS SMOOTH AND NORMAL. ACFT STRUCK A 44000 VOLT X-MISSION LINE PARTING A 5/16IN. DIAMETER HI-STRENGTH
STEEL GROUND CABLE AND A 1/O ALUMINUM/STEEL CONDUCTOR. 18   TURNS OF THE STEEL CABLE WERE REMOVED FROM AROUND THE
PROP SHAFT ABOUT 1820 FT OF THE STEEL CABLE WAS PULLED FROM THE SUPPORT STRUCTURES. ACFT CAME TO A STOP ABOUT 457FT
PAST THE X-MISSION LINE AND BURNED.

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Brief of Accident (Continued)

File No. - 329 1/24/85 LETOHATCHEE,AL A/C Reg. No. N2431X Time (Lcl) - 1600 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. BUZZING - ATTEMPTED - PILOT IN COMMAND
6. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 305      3/09/85    DAUPHIN ISLAND,AL        A/C Reg. No. N16841          Time (Lcl) - 1105 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                    Injuries
      Name of Carrier           -PETROLEUM HELICOPTERS, IN    DESTROYED                   Fatal   Serious   Minor   None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire               Crew      1        0        0      0
      Flight Conducted Under    -14 CFR 135                   NONE               Pass      3        0        0      0
      Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BELL 206L              Eng Make/Model - ALLISON 250C20B        ELT Installed/Activated - NO -N/A
      Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                        Stall Warning System - NO
      Max Gross Wt   -    3000                Engine Type     - TURBOSHAFT
      No. of Seats   -       5                Rated Power     -      420 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                          Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                 OFF AIRPORT/STRIP
        Method         - N/A                      SAME AS ACC/INC
        Completeness   - N/A                   Destination                        Airport Data
      Basic Weather    - IMC                      GULF OF MEXICO                     UNKNOWN
        Wind Dir/Speed- 180/006 KTS                                                  Runway Ident    - N/A
        Visibility     -     1.000 SM         ATC/Airspace                           Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -    UNK/NR          Type of Flight Plan - COMPANY (VFR)  Runway Surface  - N/A
        Lowest Ceiling        -    50 FT OBSCURED  Type of Clearance - NONE          Runway Status   - N/A
        Obstructions to Vision- FOG             Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                   Age -     37           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)         Biennial Flight Review              Flight Time (Hours)
          COMMERCIAL                       Current      - YES      Total       -   7060      Last 24 Hrs -       2
                                           Months Since  -  3      Make/Model-    5899      Last 30 Days- UNK/NR
          HELICOPTER                       Aircraft Type - 206B    Instrument-     150      Last 90 Days-      54
                                                                                            Rotorcraft  -    7003

          Instrument Rating(s)  - HELICOPTER
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT DEPARTED FOR OFFSHORE OIL RIG 3 TIMES. TWO TIMES REPORTED RETURNING DUE TO FOG. AFTER THIRD REPORT, PLT SAID
HE WAS IFR. NO FURTHER RADIO COMMUNICATION. WRECKAGE INDICATIVE OF HIGH SPEED WATER IMPACT. DENSE FOG AND LOW
CEILING REPORTED OFFSHORE SOUTH OF DAUPHIN ISLAND. VFR FLIGHT. PLT NOT CURRENT IN INSTRUMENT CONDITIONS.

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File No. - 305 3/09/85 DAUPHIN ISLAND,AL A/C Reg. No. N16841 Time (Lcl) - 1105 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PRESSURE - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
7. BECAME LOST/DISORIENTED - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

     File No. - 204       3/13/85    DECATUR,AL               A/C Reg. No. N60649          Time (Lcl) - 0945 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire                  Crew     0         0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass     0         0        0        1
     Accident Occurred During   -TAXI
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150J               Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                    Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
       Method          - N/A                       SAME AS ACC/INC
       Completeness    - N/A                    Destination                               Airport Data
     Basic Weather     - VMC                       LOCAL                                    PRYOR FIELD
       Wind Dir/Speed- CALM                                                                 Runway Ident     - UNK/NR
       Visibility     -    25.0   SM           ATC/Airspace                                 Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE            Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     51             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current        - YES         Total       -    797      Last 24 Hrs -      0
         SE LAND                               Months Since   - 21          Make/Model-      455      Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR      Instrument-       52      Last 90 Days-     11
                                                                            Multi-Eng -       12

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ENG START THE ACFT ACCELERATED INTO TWO PARKED ACFT CAUSING SUBSTANTIAL DAMAGE. THE PLT STATED THAT THE TOE
BRAKES WERE INEFFECTIVE. POST CRASH INVESTIGATION FAILED TO DISCLOSE A PREEXISTING FAILURE OR MALFUNCTION WHICH MAY HAVE
RENDERED THE BRAKES INOP.

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File No. - 204 3/13/85 DECATUR,AL A/C Reg. No. N60649 Time (Lcl) - 0945 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
1. OBJECT - AIRCRAFT PARKED
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 243       4/09/85    GUNTHERSVILLE,AL          A/C Reg. No. N7153U          Time (Lcl) - 1930 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                    Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                   Pass    0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOONEY M20E                Eng Make/Model  - LYCOMING IO-360-A1A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines  -   1                         Stall Warning System - YES
    Max Gross Wt   -    2575                    Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       4                    Rated Power     -      200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
      Method          - N/A                        GUNTHERSVILLE,AL
      Completeness    - N/A                     Destination                            Airport Data
    Basic Weather     - VMC                        LOCAL                                 GUNTHERSVILLE MUNICIPAL
      Wind Dir/Speed- CALM                                                               Runway Ident     - 20
      Visibility     -     10.0   SM           ATC/Airspace                              Runway Lth/Wid   -  3360/   95
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE              Runway Surface     ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                       Age -     57              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
       PRIVATE                               Current        - YES        Total       -    183        Last 24 Hrs -       0
       SE LAND                               Months Since   -  2         Make/Model-      50        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-      13        Last 90 Days-       6

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE FAILED TO EXTEND THE LANDING GEAR IN THE TRAFFIC PATTERN. SUBSEQUENTLY, THE ACFT WAS
DAMAGED DURING A GEAR UP LANDING.
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Brief of Accident (Continued)

File No. - 243 4/09/85 GUNTHERSVILLE,AL A/C Reg. No. N7153U Time (Lcl) - 1930 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - NIGHT
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                          National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. -  273       4/11/85    SEALE,AL                  A/C Reg. No. N3080J          Time (Lcl) - 1400 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                   SUBSTANTIAL                       Injuries
     Type of Operation          -PERSONAL                         Fire                     Fatal   Serious   Minor    None
     Flight Conducted Under     -14 CFR 91                         NONE          Crew        0        0        2        1
     Accident Occurred During   -TAKEOFF                                         Pass        0        0        0        0
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150E               Eng Make/Model  - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines  -  1                           Stall Warning System - YES
     Max Gross Wt   -    1500                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power     -    100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                  ON AIRPORT
       Method           - N/A                       SAME AS ACC/INC
       Completeness     - N/A                     Destination                         Airport Data
     Basic Weather      - VMC                       LOCAL
       Wind Dir/Speed-  110/007 KTS                                                      Runway Ident     - 09
       Visibility     -    20.0   SM            ATC/Airspace                             Runway Lth/Wid   -   1700/  150
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE               Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     33              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL,CFI                          Current       - YES        Total     -    507       Last 24 Hrs -       1
       SE LAND                                 Months Since  - 10         Make/Model-    180       Last 30 Days-      18
                                               Aircraft Type   UNK/NR     Instrument-     85       Last 90 Days-      30

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE PERFORMING A SOFT FLD TAKEOFF THE PLT REPORTEDLY APPLIED FULL PWR WITH THE CONTROL YOKE PULLED FULL AFT. THE ACFT
BECAME AIRBORNE AT APRX 35 KTS WITH THE STALL WARNING HORN SOUNDING. THE ACFT DRIFTED LEFT OF THE CENTERLINE AND THE
PLT OVER CORRECTED ALLOWING THE ACFT TO TRAVEL OFF THE RIGHT SIDE OF THE RWY WHERE THE RIGHT WING CONTACTED A WIND
SOCK POLE AND THE ACFT SETTLED TO THE GROUND.
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File No. - 273 4/11/85 SEALE,AL A/C Reg. No. N3080J Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ROTATION - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
4. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

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                       National Transportation Safety Board
                            Washington, D.C. 20594

                               Brief of Accident

    File No. - 227     4/19/85    JACKSONVILLE,AL          A/C Reg. No. N5330B          Time (Lcl) - 0850 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation          -INSTRUCTIONAL               Fire                 Crew     0        0        0       2
    Flight Conducted Under     -14 CFR 91                     NONE               Pass     0        0        0       0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152             Eng Make/Model  - LYCOMING O-235          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED          Number Engines  -  1                        Stall Warning System - YES
    Max Gross Wt   -    1500                 Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                  Rated Power     -     108 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                   Destination                             Airport Data
    Basic Weather    - VMC                      LOCAL
      Wind Dir/Speed- 040/005 KTS                                                       Runway Ident     - N/A
      Visibility     -    10.0   SM          ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    6000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling          - NONE          Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     46           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                     Current        - YES       Total       -   3341      Last 24 Hrs -        2
                                           Months Since   - 10        Make/Model-    1728      Last 30 Days- UNK/NR
                                           Aircraft Type  - UNK/NR    Instrument- UNK/NR       Last 90 Days- UNK/NR
                                                                      Multi-Eng -     617      Rotorcraft  - UNK/NR
        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT EXPERIENCED POWER FAILURE DURING CLIMBOUT. A FORCED LANDING WAS MADE IN A PLOWED FLD AND THE ACFT NOSED OVER.
EXAMINATION OF THE WRECKAGE REVEALED THAT THE CARBURETOR AIRBOX SEAL HAD DETERICRATED AND LODGED IN THE THROAT OF THE
CARBURETOR. LAST ANNUAL INSPECTION WAS COMPLETED 96 FLT HRS PRIOR TO THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 227   4/19/85   JACKSONVILLE,AL   A/C Reg. No. N5330B   Time (Lcl) - 0850 CST

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,RAM AIR - STARVATION
2. THROTTLE/POWER LEVER,TORQUE BOX - DETERIORATED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

    File No. - 295       4/27/85    BAYOU LA BATRE,AL         A/C Reg. No. N2688G          Time (Lcl) - 1644 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                  Fatal   Serious   Minor   None
    Type of Operation           -PARACHUTIST                  Fire                 Crew     0        0        0       1
    Flight Conducted Under      -14 CFR 105                    NONE                Pass     0        1        0       3
    Accident Occurred During    -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 182B
    Landing Gear    - TRICYCLE-FIXED           Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - YES/NO
    Max Gross Wt    -    2650                  Number Engines -  1                          Stall Warning System - YES
    No. of Seats    -       1                  Engine Type    - RECIPROCATING-CARBURETOR
                                               Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                              Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
      Method          - N/A                      BAYOU LA BATRE,AL
      Completeness    - N/A                   Destination                           Airport Data
    Basic Weather     - VMC                      LOCAL
      Wind Dir/Speed- 140/010 KTS                                                     Runway Ident     - N/A
      Visibility    -    10.0   SM           ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - N/A
      Lowest Ceiling      -     3000 FT BROKEN     Type of Clearance   - NONE          Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                         Age -     22          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)               Biennial Flight Review            Flight Time (Hours)
       PRIVATE                                Current        - YES     Total       -    366       Last 24 Hrs -       1
       SE LAND                                Months Since   -  6      Make/Model-     219       Last 30 Days- UNK/NR
                                              Aircraft Type - C-172    Instrument-       4       Last 90 Days-       8

       Instrument Rating(s)   - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
INADVERTANT OPENING OF PARACHUTE IN AIRCRAFT DURING CLIMB TO JUMP ALTITUDE PULLED JUMPER FROM AIRCRAFT. JUMPER STRUCK
RIGHT HORIZONTAL TAIL. CONTROL OF AIRCRAFT WAS LOST AND THE PILOT AND THE OTHER THREE JUMPERS EXITED THE AIRCRAFT
DEPLOYED THEIR CHUTES AND LANDED UNINJURED. THE AIRCRAFT IMPACTED THE GROUND IN A VERTICAL OR NEAR VERTICAL DIVE.
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Brief of Accident (Continued)

File No. - 296   4/27/85   BAYOU LA BATRE,AL   A/C Reg. No. N2688G   Time (Lcl) - 1644 CST

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. OBJECT - OTHER PERSON

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   CLIMB - TO CRUISE

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

     File No. - 282     2/08/85   BENTONVILLE,AR          A/C Reg. No. N27743            Time (Lcl) - 1705 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation           -BUSINESS                    Fire                 Crew      0        0        0        1
     Flight Conducted Under      -14 CFR 91                    NONE                Pass      0        0        0        4
     Accident Occurred During    -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-31                 Eng Make/Model - LYCOMING TIO-540-F2     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                         Stall Warning System - YES
     Max Gross Wt   -    6500                     Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                     Rated Power     -      310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing       - FSS                      Last Departure Point                   ON AIRPORT
       Method          - IN PERSON                  PINE BLUFF,AR
       Completeness    - WEATHER NOT PERTINENT     Destination                         Airport Data
     Basic Weather     - VMC                        BENTONVILLE,AR                      BENTONVILLE MUNI
       Wind Dir/Speed- 150/008 KTS                                                      Runway Ident      - 17
       Visibility      -     7.0   SM            ATC/Airspace                           Runway Lth/Wid   -  4090/   50
       Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - IFR           Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE              Type of Clearance   - IFR            Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age - UNK/NR              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                               Current        - YES       Total       -  21900       Last 24 Hrs -        3
        SE LAND,ME LAND                          Months Since   - 14        Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                 Aircraft Type - PA-31P     Instrument-   2700         Last 90 Days-      150
                                                                            Multi-Eng -  11400

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE LANDING APPROACH, THE PLT STATED, HE PROBABLY FORGOT TO EXTEND THE LANDING GEAR. INSPECTION OF THE ACFT
REVEALED NO MECHANICAL PROBLEM WITH THE LANDING GEAR EXTENSION OR RETRACTION MECHANISM. A TEST OF THE LANDING GEAR
SYSTEM SHOWED IT TO WORK PROPERLY. AN INSPECTION OF THE GEAR SHOWED IT TO BE IN THE UP AND LOCKED POSITION.

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File No. - 282 2/08/85 BENTONVILLE,AR A/C Reg. No. N27743 Time (Lcl) - 1705 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - RUNWAY
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

      File No. - 244       4/01/85    GARLAND,AR              A/C Reg. No. N8418K            Time (Lcl) - 0740 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT        Aircraft Damage                       Injuries
                                                             DESTROYED                    Fatal   Serious   Minor   None
    Type of Operation         -AERIAL APPLICATION           Fire                  Crew      1        0        0       0
    Flight Conducted Under    -14 CFR 137                    NONE                 Pass      0        0        0       0
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GULFSTREAM-SCHWEIZER G-164B   Eng Make/Model - P&W R-1340AN-1          ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    4500                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      1                        Rated Power    -     600 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 130/003 KTS                                                           Runway Ident      - N/A
      Visibility     -     20.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface    - N/A
      Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- FOG                  Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     51           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL,CFI                       Current        - UNK/NR     Total       -    4000       Last 24 Hrs - UNK/NR
          SE LAND                              Months Since   - UNK/NR     Make/Model-      1150       Last 30 Days- UNK/NR
          HELICOPTER                           Aircraft Type  - UNK/NR     Instrument-       200       Last 90 Days- UNK/NR
                                                                           Multi-Eng -       500

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS BEGINNING A SPRAY RUN OVER A WHEAT FIELD WHEN THE ACFT IMPACTED THE TOP 3 STRANDS OF A 4 STRAND, HIGH
VOLTAGE POWER LINE. THE ACFT THEN DESCENDED UNCONTROLLED UNTIL IMPACT WITH THE TERRAIN.
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File No. - 244 4/01/85 GARLAND,AR A/C Reg. No. N8418K Time (Lcl) - 0740 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 213 4/20/85 COY,AR A/C Reg. No N8729H Time (Lcl) - 0805 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R1340-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COY,AR
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - G164A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 18000
Make/Model- 2100
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 0
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

WHILE APPROACHING A FIELD TO DISPENSE RICE, THE ACFT STRUCK A SET OF POWER LINES. THE PLT HAD FLOWN OVER THE SAME SET OF POWER LINES FOR NEARLY 2 HOURS. THE FLAGMEN STATED THEY HEARD THE ACFT STRIKE THE WIRES AND ONE OF THE WIRES MADE A "POP" AS IF BEING SEPARATED FROM THE POLE. THE REMAINDER OF THE THREE LINES STAYED WITH THE ACFT DURING THE DESCENT. THE WIRES WERE LYING BY THE ACFT WHICH HAD FLIPPED INVERTED AND CAUGHT FIRE. AN ACFT INSPECTION REVEALED NO PREIMPACT FAILURES OF THE FLT CONTROLS OR ENGINE COMPONENTS. THE TRANSMISSION LINES ARE DIFFICULT TO SEE FROM THE GROUND AND AIR, BLENDING WITH THE BACKGROUND COLORING.

File No. - 213 4/20/85 COY,AR A/C Reg. No. N8729H Time (Lcl) - 0805 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
4. PULL-UP - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 318 5/08/85 MALVERN,AR A/C Reg. No. N9EE Time (Lcl) - 1120 CDT

----Basic Information----

Type Operating Certificate-EXTERNAL LOAD
Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
MINOR
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 369HS
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2800 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MALVERN,AR
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND
HELICOPTER

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 369HS

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10500
Make/Model- 500
Instrument- 245
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 45
Rotorcraft - 10000

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A POWERLINE CONSTRUCTION OPERATION, A GROUND CREW MEMBER HOLDING A ROPE LEAD LINE RELEASED THE ROPE PREMATURELY AS THE HELICOPTER BECAME AIRBORNE. THE NYLON ROPE ENTANGLED THE MAIN ROTOR SYSTEM FORCING THE PLT TO LOSE CONTROL OF THE HELICOPTER. THE GROUND CREW MEMBER IS SUPPOSED TO RETAIN A HOLD OF THIS LINE UNTIL THE HELICOPTER CLEARS THE TOWER WHERE THE LINE STRINGING OPERATION IS BEING CONDUCTED.

Brief of Accident (Continued)

File No. - 318 5/08/85 MALVERN,AR A/C Reg. No. N9EE Time (Lcl) - 1120 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. CREW/GROUP COORDINATION - NOT MAINTAINED - GROUND PERSONNEL
2. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  306       5/20/85    HARRISBURG,AR              A/C Reg. No. N4017W           Time (Lcl) - 1230 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT           Aircraft Damage                          Injuries
                                                                DESTROYED                    Fatal    Serious    Minor    None
    Type of Operation          -AERIAL APPLICATION              Fire                 Crew      0         0         0        1
    Flight Conducted Under     -14 CFR 137                       NONE                Pass      0         0         0        0
    Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - AYRES CORPORATION S2R-600      Eng Make/Model - P & W R1340 SERIES       ELT Installed/Activated - NO  N/A
    Landing Gear  - TAILWHEEL-ALL FIXED            Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt  -    6000                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      1                         Rated Power    -    600 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                          LOCAL                                    UNKNOWN
      Wind Dir/Speed- 220/010 KTS                                                            Runway Ident     - N/A
      Visibility    -    12.0   SM               ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling         -  7000 FT            Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     39          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                              Current        - YES      Total        - UNK/NR      Last 24 Hrs  -       5
       SE LAND                                 Months Since   - 11       Make/Model   - UNK/NR      Last 30 Days- UNK/NR
                                               Aircraft Type  - PA-28R   Instrument   - UNK/NR      Last 90 Days-      69
                                                                         Multi-Eng    - UNK/NR      Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT REPORTS THAT THE LT WING OF N4017N HIT A DIKE IN A RICEFIELD WHILE HE WAS MAKING A TRIM SWATH. THERE WERE NO
INDICATIONS OF EQUIPMENT MALFUNCTION.

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Brief of Accident (Continued)

File No. - 306 5/20/55 HARRISBURG,AR A/C Reg. No. N4017W Time (Lcl) - 1230 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. TERRAIN CONDITION - DIRT BANK
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 280      6/03/85   MARVELL,AR              A/C Reg. No. N48650          Time (Lcl) - 1400 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                   Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation          -AERIAL APPLICATION            Fire               Crew      0        0        0       1
    Flight Conducted Under     -14 CFR 137                     NONE              Pass      0        0        0       0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA A188B               Eng Make/Model - CONTINENTAL IO-520      ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED        Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -   4000                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -      1                     Rated Power    -    300 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                           LOCAL
      Wind Dir/Speed- 225/008 KTS                                                           Runway Ident     - N/A
      Visibility     -    10.0   SM              ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     56            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       ATP,CFI                                Current        - YES       Total        -  21000       Last 24 Hrs -        2
       SE LAND,ME LAND                        Months Since   - 12        Make/Model-    2500       Last 30 Days- UNK/NR
                                              Aircraft Type  - C-185     Instrument-    4332       Last 90 Days-       43
                                                                         Multi-Eng -   11000

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT THE ENGINE STOPPED PRODUCING POWER AFTER A REDUCTION TO CRUISE POWER. TOUCHDOWN DURING THE FORCED
LANIDNG WAS HARD. THE ENGINE RAN SATISFACTORILY DURING POST CRASH TESTING AND CAUSE OF THE LOSS OF POWER COULD NOT
BE DETERMINED.
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Brief of Accident (Continued)

File No. - 280 6/03/85 MARVELL,AR A/C Reg. No. N48650 Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. -  320      6/11/85    SWIFTON,AR              A/C Reg. No. N8836H           Time (Lcl) - 0800 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor     None
    Type of Operation          -AERIAL APPLICATION            Fire                  Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 137                     NONE                 Pass     0         0         0         0
    Accident Occurred During   -APPROACH                                            Other    0         0         0         1
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN G-164A            Eng Make/Model - P&W R1340             ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                       Stall Warning System - YES
    Max Gross Wt   -    4500                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      1                    Rated Power     -     600 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       ON AIRSTRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                   Destination                             Airport Data
    Basic Weather    - VMC                      LOCAL                                    PRIVATE AG STRIP
      Wind Dir/Speed- 360/005 KTS                                                        Runway Ident      - 36
      Visibility     -      7.0    SM        ATC/Airspace                                Runway Lth/Wid    -  2640
      Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - NONE                Runway Surface    - GRASS/TURF
      Lowest Ceiling         - NONE            Type of Clearance   - NONE                Runway Status     - WET
      Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      29            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                           Current       - YES      Total      -    1312        Last 24 Hrs -       2
        SE LAND,ME LAND                      Months Since  - 11       Make/Model-     574         Last 30 Days- UNK/NR
                                             Aircraft Type - PA23160  Instrument-      71         Last 90 Days-      60
                                                                      Multi-Eng -      79

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AG PILOT WAS LANDING THE AIRPLANE TOO FAST AND WHEN HE COULDN'T STOP ON THE WET GRASS, HE ATTEMPTED A GO-AROUND.
BY THE TIME THE ENGINE ACCELERATED, THERE WAS NOT ENOUGH AIRSPEED OR RUNWAY AND THE AIRPLANE WENT THROUGH A FENCE AND
STOPPED AGAINST A TELEPHONE POST.

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Brief of Accident (Continued)

File No. - 320 6/11/85 SWIFTON,AR A/C Reg. No. N8836H Time (Lcl) - 0800 CDT

Occurrence OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. PROPER TOUCHDOWN POINT - NOT ATTAINED PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
6. OBJECT - FENCE
7. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7

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                                National Transportation Safety Board
                                      Washington, D.C. 20594

                                         Brief of Accident

     File No. -  254        1/07/85    CHANDLER,AZ                  A/C Reg. No. N84096              Time (Lcl) - 0945 MST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                    Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                       Fire                     Crew     0         2        0         0
    Flight Conducted Under     -14 CFR 91                       NONE                    Pass     0         0        0         0
    Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - AERONCA 7AC               Eng Make/Model - CONTINENTAL A65-8        ELT Installed/Activated - YES/YES
    Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt  -    1220                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                    Rated Power    -      65 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                         CHANDLER,AZ
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 120/002 KTS                                                          Runway Ident     - N/A
      Visibility     -    50.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      7000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling        - 10000 FT OVERCAST    Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL,CFI                          Current         - YES       Total       -   5600        Last 24 Hrs -       4
       SE LAND,ME LAND                         Months Since    - 16        Make/Model-    1300        Last 30 Days-      25
       HELICOPTER                              Aircraft Type  - 7GCBC      Instrument-     550        Last 90 Days-      70
                                                                           Multi-Eng -    2000        Rotorcraft   -     50

       Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PIC REPORTED THE 2ND PLT WAS FLYING THE ACFT AT THE TIME OF THE ACCIDENT WHILE THEY WERE PRACTICING OFF ARPT
LANDINGS. ON THE SECOND TAKEOFF, THE 2ND PLT EXECUTED A COURSE REVERSAL TURN TO LAND OPPOSITE THE DIRECTION OF TAKEOFF.
THE INITIAL TURN WAS TO THE LEFT. AFTER COMLETING THE 90 DEG LEFT TURN AND WHILE IN THE 270 DEG RIGHT TURN THE ACFT
RIGHT WING BANKED 90 DEGREES AND THE NOSE DROPPED 70 DEGREES. CONTROL INPUTS WOULD NOT ARREST THE ACFT ATTITUDE. PRIOR
TO IMPACT THE PIC RETARDED THE THROTTLE TO IDLE. LIGHT VARIABLE SURFACE WINDS PREVAILED. THE PIC REPORTED A 30 DEG TEMP
INVERSION AT ALTITUDE WAS EXPERIENCED.

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Brief of Accident (Continued)

File No. - 254 1/07/85 CHANDLER,AZ A/C Reg. No. N84096 Time (Lcl) - 0945 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND(CFI)
3. AIRSPEED - MISJUDGED - COPILOT
4. STALL - INADVERTENT - COPILOT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -  262       3/27/85    SHOW LOW,AZ                A/C Reg. No. N3757L            Time (Lcl) - 1330 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation          -INSTRUCTIONAL                 Fire                Crew       0        0        0         2
    Flight Conducted Under     -14 CFR 91                      NONE               Pass       0        0        0         0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172G              Eng Make/Model - CONTINENTAL O-300          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2300                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                   Rated Power    -      145 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
      Method         - N/A                      PHOENIX,AZ
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                      SAME AS ACC/INC                         SHOW LOW MUNICIPAL
      Wind Dir/Speed- 190/030 KTS                                                       Runway Ident     - 21
      Visibility     -    20.0   SM         ATC/Airspace                                Runway Lth/Wid   -  4050 -UNK/NR
      Lowest Sky/Clouds -    CLEAR            Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE             Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     49          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL,CFI                      Current        - YES      Total      -    900        Last 24 Hrs -       4
        SE LAND                             Months Since   - 10       Make/Model-     500        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-     100        Last 90 Days-      40


        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
INSTRUCTOR PLT STATED THAT PRIOR TO DEPARTURE FOR SHOW LOW HE CALLED THE FIXED BASE OPERATOR AT SHOW LOW AND LEARNED
THE WINDS WERE CURRENTLY FROM 190 TO 200 DEGREES A 20 TO 30 KNOTS. HE AND HIS STUDENT DEPARTED AND UPON ARRIVING
IN THE SHOW LOW AREA LEARNED THAT THE WINDS WERE NOW FROM 180 TO 210 DEGREES AT 30 TO 50 KNOTS. HE PERFORMED THE
LANDING AND DURING ROLL OUT WIND LIFTED THE RIGHT WING FLIPPING THE AIRCRAFT OVER.

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Brief of Accident (Continued)

File No. - 262 3/27/85 SHOW LOW,AZ A/C Reg. No. N3757L Time (Lcl) - 1330 MST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                Brief of Accident

    File No. -  255      1/08/85    BEAUMONT,CA              A/C Reg. No. N29493            Time (Lcl) - 2320 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                  Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0         1         0
     Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-28-161              Eng Make/Model - LYCOMING O-320-D2A        ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -   2150                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -     4                        Rated Power    -      160 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing     - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
       Method        - TELEPHONE                     PALM SPRINGS,CA
       Completeness  - WEATHER NOT PERTINENT        Destination                              Airport Data
     Basic Weather   - VMC                            SANTA BARBARA,CA
       Wind Dir/Speed- 130/006 KTS                                                              Runway Ident      - N/A
       Visibility    -    10.0   SM              ATC/Airspace                                   Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -    SCATTERED           Type of Flight Plan - NONE                   Runway Surface    - N/A
       Lowest Ceiling         - OVERCAST           Type of Clearance   - NONE                   Runway Status     - N/A
       Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
       Precipitation          - DRIZZLE
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     39             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
         PRIVATE                                 Current        - YES        Total      -    696         Last 24 Hrs -      1
         SE LAND                                 Months Since   -  6         Make/Model-     166         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-      23         Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS ON A PERSONAL VFR FLT TO SANTA BARBARA, CA, ON A DARK OVCST NIGHT. MARGINAL VFR CONDITIONS WITH LGT RAIN
PREVAILED. GND WITNESSES RPTD THE ACFT WAS FOLLOWING THE HWY AT ABOUT 200 FT AGL PRIOR TO THE ACCIDENT. THE PLT RPTD
HE INADVERTENTLY BEGAN FOLLOWING THE WRONG HWY AND THAT HE WAS TURNING THE ACFT TO THE LEFT TO REVERSE DIRECTION WHEN
THE ACFT COLLIDED WITH THE RISING TERRAIN. THE PLT AND PASSENGER REPORTED THE ACFT AND ENGINE WERE PERFORMING NORMALLY
BEFORE THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 255 1/08/85 BEAUMONT,CA A/C Reg. No. N29493 Time (Lcl) - 2320 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION
1. ALTITUDE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

  File No. - 298      1/30/85    GALT,CA                 A/C Reg. No. N67081           Time (Lcl) - 0712 PST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                       Injuries
    Name of Carrier           -ROCKY MOUNTAIN HELICOPTER    SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire                  Crew    0        1        0       2
    Flight Conducted Under    -14 CFR 135                   NONE                  Pass    0        0        0       0
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AEROSPATIALE SA316B         Eng Make/Model - TURBOMECA ARTOUSTE IIIB   ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                        Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -    4960                     Engine Type    - TURBOSHAFT
    No. of Seats   -       3                     Rated Power    -     858 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                        SACRAMENTO,CA
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- 330/008 KTS                                                        Runway Ident     - N/A
      Visibility     -    40.0   SM           ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE               Runway Surface   - DIRT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE               Runway Status    - HIGH VEGETATION
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING                          SOFT
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL                           Current        - YES     Total      - UNK/NR         Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                      Months Since   -  1      Make/Model-     482         Last 30 Days- UNK/NR
       HELICOPTER                           Aircraft Type - UNK/NR   Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                     Multi-Eng - UNK/NR          Rotorcraft  -    6201

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN CRUISE THE PLT LOST TAIL ROTOR CONTROL AND ELECTED TO EXECUTE AN EMERGENCY LANDING IN AN OPEN FIELD. THE
TAIL ROTOR GEARBOX WAS FOUND 45 FT FROM THE MAIN WRECKAGE. THE TAIL ROTOR GUARD WAS FOUND 60 FT FROM THE MAIN WRECKAGE.
IT DID NOT EXHIBIT ANY GROUND IMPACT DAMAGE, BUT DID DISPLAY 3 TAIL ROTOR BLADE MARKS. THE RIGHT EAR TAIL ROTOR
GEARBOX ATTACHMENT BOLT SHEARED IN AN OVERLOAD MANNER. THE LEFT EAR TAIL ROTOR GEARBOX ATTACHMENT BOLT WAS MISSING AND
THE EAR SHOWED COMPRESSION DAMAGE AT THE BOTTOM AFT EDGE OF ITS INSIDE PLATE. THERE WAS NO OTHER EVIDENCE OF A PREIMPACT
FAILURE OR MALFUNCTION.

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Brief of Accident (Continued)

File No. - 298   1/30/85   GALT,CA   A/C Reg. No. N67081   Time (Lcl) - 0712 PST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ROTORCRAFT FLIGHT CONTROL,TAIL ROTOR CONTROL - LOSS,TOTAL
2. ROTORCRAFT FLIGHT CONTROL,TAIL ROTOR CONTROL - UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ROLL OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. - 259       2/17/85    LOS ALAMITOS,CA          A/C Reg. No. N[illegible]44SR          Time (Lcl) - 1909 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                       Fire                 Crew    0         0         0         1
    Flight Conducted Under     -14 CFR 91                       NONE                Pass    0         0         1         0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH B 90                    Eng Make/Model - P&W PT6A-28          ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                     Stall Warning System - YES
    Max Gross Wt   -    9650                       Engine Type    - TURBOPROP
    No. of Seats   -       8                       Rated Power    -     550 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                            TORRANCE,CA
      Completeness   - N/A                         Destination                          Airport Data
    Basic Weather    - VMC                            SANTA ANA,CA                         LOS ALAMITOS
      Wind Dir/Speed- 170/008 KTS                                                          Runway Ident      - N/A
      Visibility     -     5.0   SM                ATC/Airspace                             Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     12000 FT SCATTERED   Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling          - NONE                Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- HAZE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - NIGHT(BRIGHT)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      27          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL,CFI                       Current        - YES       Total      -   2970        Last 24 Hrs -       3
        SE LAND,ME LAND                      Months Since   - UNK/NR    Make/Model-    650        Last 30 Days- UNK/NR
                                             Aircraft Type  - C-182     Instrument-    300        Last 90 Days-    100
                                                                        Multi-Eng -    970        Rotorcraft   -     10

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SIMULTANEOUSLY LOST PWR IN BOTH ENGINES AFTER THE LEFT FUEL PUMP FAILED. THE FUEL SYSTEM AUTOMATICALLY WENT TO
X-FEED AND THEN THE RIGHT FUEL PUMP FAILED. BOTH ENGINES QUIT SIMULTANEOUSLY AFTER SURGING. THE PLT WAS UNABLE TO LOCATE
AN UNLIGHTED RWY AND MADE A FORCED LANDING ON A CITY STREET. DURING THE LANDING SEQUENCE THE ACFT STRUCK SOME TREES, A
PWR POLE AND PWR LINES. A SMALL AMT OF FUEL SPILLED AND NONE REMAINED ABOARD THE ACFT. THE PLT STATED THAT HE TOOK OFF
KNOWING THAT THE WING TANKS WERE EMPTY AND FAILED TO VISUALLY INSPECT OR DIP THE NACELLE TANKS. TESTS INDICATED THAT
THERE WAS A SHORT IN THE LEFT NACELLE FUEL GAUGE.

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Brief of Accident (Continued)

File No. - 259 2/17/85 LOS ALAMITOS,CA A/C Reg. No. N444SR Time (Lcl) - 1909 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. OBJECT - TREE(S)
8. OBJECT - UTILITY POLE(MARKED)
9. OBJECT - WIRE,STATIC

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 256 2/18/85 MODESTO,CA A/C Reg. No. N80860 Time (Lcl) - 1524 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - GLOBE SWIFT GC1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COLUMBIA,CA
Destination
MODESTO,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
SIMULATED FORCED LAN

Airport Proximity
ON AIRPORT

Airport Data
MODESTO CITY CO.
Runway Ident - 28
Runway Lth/Wid - 3451/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-170B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 4930
Make/Model- 405
Instrument- 261
Multi-Eng - 830
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT ATTEMPTED A SIMULATED FORCED LANDING, STALLED THE ACFT 10 TO 15 FEET HIGH AND MADE A HARD LANDING CAUSING THE RIGHT MAIN GEAR TO FAIL.

Brief of Accident (Continued)

File No. - 256 2/18/85 MODESTO,CA A/C Reg. No. N80860 Time (Lcl) - 1524 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 237 2/20/85 MOJAVE,CA A/C Reg. No. N1112F Time (Lcl) - 1237 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OXNARDN,CA
Destination
MOJAVE,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
MOJAVE
Runway Ident - 30
Runway Lth/Wid - 9600/ 200
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 270
Make/Model- 50
Instrument- 4
Multi-Eng - 6
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - 2

Instrument Rating(s) - NONE

----Narrative----

PRIOR TO LANDING THE PLT WAS ADVISED OF WIND GUSTS AS HIGH AS 68 KTS. PLT LANDED & WHILE TAXIING TO THE RAMP A GUST OF WIND WAS EXPERIENCED WHICH BLEW THE ACFT OVER TO AN INVERTED POSITION.

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                                    Brief of Accident (Continued)

       File No. -  237       2/20/85     MOJAVE,CA                        A/C Reg. No. N1112F              Time (Lcl) - 1237 PST
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Occurrence #1          ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation     TAXI - FROM LANDING

Finding(s)
  1. WEATHER CONDITION - GUSTS
  2.   IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH WIND
  4.   JUDGEMENT - POOR - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          NOSE OVER
Phase of Operation     TAXI - FROM LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3
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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -  336      2/28/85    OCEANSIDE,CA              A/C Reg. No. N9325M           Time (Lcl) - 1102 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                DESTROYED                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew      1        0        0        0
     Flight Conducted Under     -14 CFR 91                      ON GROUND         Pass      1        0        0        0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MOONEY N20E               Eng Make/Model  - LYCOMING IO-360-A1A     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines  -  1                         Stall Warning System - YES
     Max Gross Wt   -    2725                   Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -      4                    Rated Power     -     500 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    OFF AIRPORT/STRIP
        Method         - N/A                         OCEANSIDE,CA
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                         FORTUNA,CA                              OCEANSIDE
        Wind Dir/Speed- 240/005 KTS                                                          Runway Ident      - 24
        Visibility     -      5.0    SM          ATC/Airspace                                Runway Lth/Wid    -  3061/    75
        Lowest Sky/Clouds  -                       Type of Flight Plan - NONE                Runway Surface    - ASPHALT
        Lowest Ceiling         -  1000 FT OVERCAST Type of Clearance   - NONE                Runway Status     - DRY
        Obstructions to Vision- HAZE               Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                       Age -      39            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
           PRIVATE                              Current          - YES     Total       - UNK/NR        Last 24 Hrs  - UNK/NR
           SE LAND                              Months Since     -  2      Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                Aircraft Type  - M-20 E    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
GND WITNESSES REPORTED THE ACFT ENGINE BEGAN TO MISFIRE SHORTLY AFTER DEPARTING RY 24 AT OCEANSIDE MUNI ARPT OCEANSIDE,
CA. WHEN THE ACFT REACHED THE DEPARTURE END OF THE RY AT AB OUT 100 FT AGL, THE PLT BEGAN A LEFT TURN. PRIOR TO
COMPLETING THE TURN, THE ACFT STALLED A CRASHED INTO A BLDG LOCATED ASOUTH & ADFACENT TO RY 24. BOTH OCCUPANTS ABOARD
THE ACFT SUSTAINED FATAL INJURIES. NO PERSONS ON THE GROUND WERE INJURED. THE BLDS WAS SUBSTANTIALLY DAMAGED AND ITS
CONTENTS WERE DISTROYED. DISASSEMBLY EXAM OF THE ENGINE REVEALED THAT THE NO. 1 CYL SPARK PLUGS WERE NOT FIRING AND
THAT THE NO. 3 CYL PISTON COMPRESSION RING WAS BROKEN & THE UPPER SPARK PLUG WAS OIL SOAKED. THE ABSCENCE OF RING PAR-
TICLES IN THE OITL FILTER INDICATED THE RING BROKE DURING THE ACCIDENT FLT. SEVERAL CRANKSHAFT & CON ROD BEARINGS SHOWED
 HIGH TEMP DISTRESS. MOST OF THE OIL PASSAGE HOLES WERE PARTIALLY BLOCKED BY THE BEARINGS. THE CRANKSHAFT WAS PUSHED
REARWARD. THE MAINT LOGS REVEAL TWO PRIOR PROP GND CONTACT. THE ENG HAD NOT BEEN OVHLD & HAD ACCUM MORE THAN 1868 HRS.
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Brief of Accident (Continued)

File No. - 336 2/28/85 OCEANSIDE,CA A/C Reg. No. N9325M Time (Lcl) - 1102 PST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
2. ENGINE ASSEMBLY,BEARING - BLOCKED(PARTIAL)
3. IGNITION SYSTEM,SPARK PLUG - INOPERATIVE
4. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
5. MAINTENANCE,SERVICE OF AIRCRAFT - POOR - PILOT IN COMMAND
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. PROCEDURES/DIRECTIVES - ATTEMPTED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 9,10

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. -  257       3/14/85    GRASS VALLEY,CA          A/C Reg. No. N95491           Time (Lcl) - 1100 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious    Minor     None
    Type of Operation           -PERSONAL                       Fire                  Crew      0        0         0         1
    Flight Conducted Under      -14 CFR 91                       NONE                 Pass      0        0         0         1
    Accident Occurred During    -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                   Eng Make/Model  - LYCOMING O-235-N2C       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED               Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                      Rated Power     -     110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
      Method         - N/A                          PLACERVILLE,CA
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - VMC                          GRASS VALLEY,CA                          NEVADA CO
      Wind Dir/Speed- 280/006 KTS                                                          Runway Ident     - 25
      Visibility     -    15.0   SM             ATC/Airspace                               Runway Lth/Wid   -  3920/   50
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE               Runway Status    - ICE COVERED
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     31               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                 Current        - YES        Total      -      66        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR     Instrument- UNK/NR          Last 90 Days-      5
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT SHE FLARED TOO LATE AND WAS TOO CLOSE TO THE LEFT SIDE OF THE 50 FT WIDE RWY AT TOUCHDOWN. THE
ACFT VEERED LEFT ON THE LNDG ROLL AND THE LEFT MAIN GEAR STRUCK A SNOWBANK. THE PLT TRIED TO STEER OUT OF THE SNOWBANK
BUT THE NOSE GEAR ALSO GOT INTO THE SNOW AND THE ACFT NOSED OVER. THE SLIGHTLY DOWNHILL RWY WAS ICY AND THERE WAS A
RIGHT X-WIND COMPONENT.

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Brief of Accident (Continued)

File No. - 257 3/14/85 GRASS VALLEY,CA A/C Reg. No. N95491 Time (Lcl) - 1100 PST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - SNOWBANK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - DOWNHILL
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - ICY

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. -  261       3/18/85    MOUNTAIN PASS,CA          A/C Reg. No. N7748K          Time (Lcl) - 1645 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire               Crew     1        0         0        0
    Flight Conducted Under     -14 CFR 91                    ON GROUND         Pass     1        0         0        0
    Accident Occurred During   -CRUISE
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA P210N                  Eng Make/Model - CONTINENTAL TSIO-520-P   ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    4000                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                       Rated Power    -      310 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                         Last Departure Point                       OFF AIRPORT/STRIP
      Method         - TELETYPE                      LAS VEGAS,NV
      Completeness   - FULL                       Destination                              Airport Data
    Basic Weather    - UNK/NR                        SANTA MONICA,CA                           SKYRANCH ESTATES
      Wind Dir/Speed- 330/026 KTS                                                              Runway Ident     - N/A
      Visibility     -    50.0   SM              ATC/Airspace                                  Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                         Type of Flight Plan - NONE                  Runway Surface   - N/A
      Lowest Ceiling          -  9000 FT BROKEN    Type of Clearance   - NONE                  Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - RAIN SHOWERS
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     41          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                  Current        - YES       Total       -      600          Last 24 Hrs - UNK/NR
       SE LAND                                  Months Since   - 22        Make/Model- UNK/NR              Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR              Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR              Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE NON-INSTRUMENT RATED PLT DEPARTED INTO A WEATHER FRONT. VFR FLT WAS NOT RECOMMENDED. FLT PRECAUTIONS EXISTED FOR
ICING, TURBULENCE & MT OBSCURATION. THE RADAR CHART SHOWED LIGHT TO MODERATE RAIN WITH ISOLATED THUNDERSTORMS. THE ACFT
WAS ISSUED A CLEARANCE OUT OF THE TCA TO CLIMB & MAINTAIN 6500 FT. THE ACFT WAS LOCATED AFTER IT WAS MISSING FOR 4 DAYS.
IT HAD STRUCK A MOUNTAIN AND RESTED AT THE 6800 FT MSL LEVEL. RADAR INFORMATION CONFIRMED THAT THE ACFT WAS INBOUND
BACK TOWARD ITS POINT OF DEPARTURE.

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Brief of Accident (Continued)

File No. - 261 3/18/85 MOUNTAIN PASS,CA A/C Reg. No. N7748K Time (Lcl) - 1645 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - THUNDERSTORM
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  333        3/18/85     FREMONT,CA                    A/C Reg. No. N2297              Time (Lcl) - 1624 PST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                  DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                 Crew     1         0         0         0
     Flight Conducted Under     -14 CFR 91                        ON GROUND           Pass     0         0         0         0
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STRACENER EXPERIMENTAL SX       Eng Make/Model - LYCOMING 0-320          ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1765                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                         Rated Power    -    150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING          Last Departure Point                      OFF AIRPORT/STRIP
       Method        - N/A                              HAYWARD,CA
       Completeness  - N/A                           Destination                              Airport Data
     Basic Weather   - VMC                              LOCAL                                   FREMONT
       Wind Dir/Speed- 270/011 KTS                                                             Runway Ident    - N/A
       Visibility    -   20.0   SM                  ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     1500 FT SCATTERED     Type of Flight Plan - NONE               Runway Surface  - N/A
       Lowest Ceiling     -     2200 FT BROKEN        Type of Clearance   - NONE               Runway Status   - N/A
       Obstructions to Vision- HAZE                   Type Apch/Lndg      - NONE
       Precipitation      - NONE
       Condition of Light - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -    48             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         ATP                                     Current       - UNK/NR    Total      -  13600        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND,ME SEA                  Months Since  - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      0         Last 90 Days- UNK/NR

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS BEING LEASED TO THE ATR PLT BY THE REGISTERED OWNER. THIS WAS THE PLT'S FIRST FLT IN THE ACFT. WEATHER
CONDITIONS WERE CONDUCIVE FOR CARBURETOR ICING. JUST PRIOR TO TAKEOFF THE OWNER ADVISED THE PLT THAT THE ACFT
WAS EQUIPPED WITH A LOW PRESSURE CARBURETOR WHICH WAS VERY SUSEPTIBLE TO ICING. THE PLT REPORTED HE HAD A ROUGH
RUNNING ENG, DECLARED AN EMERG, & SAID HE WAS RETURNING TO THE ARPT. SUBSEQUENTLY HE REPORTED THAT HE WOULD HAVE
TO PUT IT IN SHORT. WITNESSES SAID THE ENG WAS SPUTTERING, POPPING, & CUTTING OUT JUST BEFORE IT QUIT. THE ACFT
THEN ENTERED A LEFT BANK, LOST ALT, CRASHED & BURNED. FINAL DESCENT ANGLE WAS AT LEAST 60 DEGREES. NO MECHANICAL
PROBLEMS WERE FOUND WITH THE ENG, OR ANY OF ITS COMPONENTS, DURING ENG DISADSEMBLY.
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Brief of Accident (Continued)

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     File No. -  333       3/18/85    FREMONT,CA                    A/C Reg. No. N2297              Time (Lcl) - 1624 PST
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2.   IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3.     IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
  4.     IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     MANEUVERING

Finding(s)
  5. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #4          FIRE
Phase of Operation     OTHER
-------------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 253 3/30/85 WATSONVILLE,CA A/C Reg. No. N4227B Time (Lcl) - 0715 PST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELL 47G-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,ME SEA
HELICOPTER

Instrument Rating(s) - NONE

Age - 66
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 18862
Make/Model- 6228
Instrument- 30
Multi-Eng - 70
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 8072

----Narrative----

THE PLT STATED HE INTENDED TO CLIMB OVER A PWR LINE AT THE END OF A SWATH RUN, HOWEVER, A TAILWIND GUST WAS ENCOUNTERED AND THE ACFT COULD NOT OBTAIN SUFFICIENT ALTITUDE TO CLEAR THE LINE. THE PLT ELECTED TO FLY UNDER THE LINE UNAWARE OF A LOWER LINE WHICH EXISTED. THE HELICOPTER CONTACTED THE LINE, DESCENDED TO THE TERRAIN AND ROLLED OVER.

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                                         Brief of Accident (Continued)

      File No. -  253       3/30/85    WATSONVILLE,CA              A/C Reg. No. N4227B             Time (Lcl) - 0715 PST
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Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. OBJECT - WIRE,TRANSMISSION
  3.   VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     MANEUVERING - AERIAL APPLICATION
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #4          ROLL OVER
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1
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                            National Transportation Safety Board
                                 Washington, D.C. 20594

                                    Brief of Accident

     File No. -  258       4/02/85    EAGLE MOUNTAIN,CA        A/C Reg. No.  XBDED           Time (Lcl) - 0600 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
   Type of Operation          -CONTRABAND                      Fire               Crew     0        0        0        0
   Flight Conducted Under     -14 CFR 91                        ON GROUND         Pass     0        0        0        0
   Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - CESSNA 414
   Landing Gear  - TRICYCLE-RETRACTABLE          Eng Make/Model - CONTINENTAL TSIO-520-J   ELT Installed/Activated - UNK/NR
   Max Gross Wt  -   6500                        Number Engines -  2                          Stall Warning System - YES
   No. of Seats  -      7                        Engine Type    - RECIP-FUEL INJECTED
                                                 Rated Power    -     310 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
     Method          - N/A                         UNK/NR
     Completeness    - N/A                      Destination                           Airport Data
   Basic Weather     - VMC                         UNK/NR                                EAGLE MOUNTAIN
     Wind Dir/Speed- CALM                                                                Runway Ident     - 18
     Visibility     -   30.0   SM              ATC/Airspace                              Runway Lth/Wid   -  2000 -UNK/NR
     Lowest Sky/Clouds  -    20000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - UNK/NR
     Lowest Ceiling           - NONE             Type of Clearance   - NONE              Runway Status    - DRY
     Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
     Precipitation            - NONE
     Condition of Light       - DAWN
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age - UNK/NR            Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
       UNK/NR                                 Current        - UNK/NR     Total      - UNK/NR        Last 24 Hrs - UNK/NR
                                              Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE RIVERSIDE COUNTY CALIFORNIA SHERIFF'S DEPARTMENT THE ACFT TOUCHED DOWN LEFT GEAR FIRST AND EXPERIENCED
A BLOWOUT OR GEAR FAILURE ON THE RIGHT GEAR. THE ACFT RAN OFF THE RIGHT SIDE OF THE RWY, SKIDDED ACROSS A DIRT BERM
PARTIALLY SEPARATING THE RIGHT WING WHICH WAS BURNED ALONG WITH THE RIGHT ENGINE. THE ACFT CONTAINED 451 POUNDS OF
90%+ PURE COCAINE. THE OCCUPANTS WERE NOT LOCATED. THE ACFT WAS REGISTERED IN MEXICO.
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File No. - 258 4/02/85 EAGLE MOUNTAIN,CA A/C Reg. No. XBDED Time (Lcl) - 0600 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR - UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                    National Transportation Safety Board
                           Washington, D.C. 20594

                             Brief of Accident

   File No. -  252      4/04/85    SAN JOSE,CA            A/C Reg. No. N62730          Time (Lcl) - 1750 PST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                 Fire               Crew    0        0        0        1
    Flight Conducted Under    -14 CFR 91                      NONE              Pass    0        0        0        0
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 152              Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED          Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    1675                 Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                 Rated Power     -     110 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                           Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR              Last Departure Point                   ON AIRPORT
       Method         - UNK/NR                FREMONT AIRPORT,CA
       Completeness   - UNK/NR             Destination                           Airport Data
     Basic Weather    - VMC                   UNK/NR                               SAN ANTONIO
       Wind Dir/Speed- 360/006 KTS                                                 Runway Ident     - 09
       Visibility     - UNK/NR             ATC/Airspace                            Runway Lth/Wid   -  2100  UNK/NR
       Lowest Sky/Clouds  -     CLEAR        Type of Flight Plan - NONE            Runway Surface   - GRAVEL
       Lowest Ceiling         - NONE         Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE          Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                               FULL STOP
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                  Age -     41           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)        Biennial Flight Review              Flight Time (Hours)
        STUDENT                           Current       - N/A       Total       -    553       Last 24 Hrs -       7
                                          Months Since  - N/A       Make/Model-      553       Last 30 Days-       7
                                          Aircraft Type - N/A       Instrument-        5       Last 90 Days-     133

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED, "ON THIRD APPROACH, WHICH FOLLOWED 2 GO-AROUNDS; LANDING WAS MADE AND GUSTY WINDS FORCED AIRCRAFT
OFF NORTH SIDE OF RUNWAY AND INTO DRAINAGE DITCH WHERE AIRCRAFT STRUCK BRUSH & CAME TO REST."

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Brief of Accident (Continued)

File No. - 252 4/04/85 SAN JOSE,CA A/C Reg. No. N6273Q Time (Lcl) - 1750 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 236       4/27/85    AURORA,CO                A/C Reg. No. N555JW          Time (Lcl) - 1300 MST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation          -INSTRUCTIONAL                Fire                Crew     0        0        0       2
    Flight Conducted Under     -14 CFR 91                     NONE               Pass     0        0        0       0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BOEING PT 17                Eng Make/Model - CONTINENTAL W67D         ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    2717                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    - UNK/NR
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
      Method         - N/A                         ENGLEWOOD,CO
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         LOCAL                                   FRONT RANGE
      Wind Dir/Speed- CALM                                                                 Runway Ident     - 26
      Visibility     -    75.0   SM            ATC/Airspace                                Runway Lth/Wid   -  8000/  100
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                     FULL STOP
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     34               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current       - YES       Total       -    126       Last 24 Hrs -       1
        SE LAND                                 Months Since  -  9        Make/Model-        7       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-        0       Last 90 Days-       3

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT GROUND LOOPED WHILE LANDING AT FRONT RANGE APRT, AURORA, CO. THE PLT WAS RECEIVING INSTRUCTION FROM A
FLIGHT INSTRUCTOR FOR INSURANCE PURPOSES. WITNESSES SAW THE ACFT LAND IN A NORMAL MANNER THEN IT BEGAN TO SWERVE
BACK AND FORTH ACROSS THE RWY WHICH TERMINATED WITH THE RIGHT GEAR COLLAPSING. THE PLTS HAD NO EXPLANATION FOR THE
CAUSE OF THE GROUND LOOP.
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File No. - 236 4/27/85 AURORA,CO A/C Reg. No. N555JW Time (Lcl) - 1300 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 235 5/01/85 GARFIELD,CO A/C Reg. No. N737DH Time (Lcl) - 0725 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SALIDA,CO
Destination
GUNNISON,CO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 73
Make/Model- 73
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH TERRAIN ON THE EAST SIDE OF MONARCH PASS NEAR GARFIELD, CO. THE THREE OCCUPANTS, ALL PILOTS, WERE NOT INJURED. THE ACFT DEPARTED SALIDA, CO, LOCATED APRX 20 MILES EAST OF THE PASS. THE PLT STATED THAT THE ACFT WOULD NOT CLIMB ABOVE 10300 FT. THE ELEVATION OF THE PASS IS 11312 FT. DURING A 180 DEGREE TURN TO REVERSE COURSE, THE ACFT IMPACTED AND SETTLED INTO TREES.

Brief of Accident (Continued)

File No. - 235 5/01/85 GARFIELD,CO A/C Reg. No. N737DH Time (Lcl) - 0725 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
5. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 234 5/02/85 GLENWOOD SPRING,CO A/C Reg. No. N18009 Time (Lcl) - 1658 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1700
No. of Seats - 2

Eng Make/Model - LYCOMGIN 0-320-EAD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 87
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED INTO A BASKETBALL COURT IMMEDIATELY AFTER TAKEOFF FROM GLENWOOD SPRINGS ARPT. THE PLT MADE A TOUCH AND GO LANDING AND TURNED OFF THE CARBURETOR HEAT 100 FT ABOVE THE GROUND DURING THE TAKEOFF CLIMB. HE SAID THE ENGINE BEGAN TO RUN ROUGH WHEN THE CARBURETOR HEAT WAS PUSHED IN. WHILE ADJUSTING THE MIXTURE CONTROL, THE ENGINE LOST POWER. THE ACFT STALLED 50 FT ABOVE THE GROUND AND BROKE INTO 3 PIECES ON GROUND IMPACT. THE MIXTURE CONTROL WAS FOUND IN THE LEAN POSITION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 234 5/02/85 GLENWOOD SPRING,CO A/C Reg. No. N18009 Time (Lcl) - 1658 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. -  285      5/05/85    COLORADO SPRING,CO        A/C Reg. No. N2477W           Time (Lcl) - 1342 MDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                 Fire                   Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                      NONE                  Pass     0        0        0        1
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SCHWEIZER SGS 2-32          Eng Make/Model - N/A                  ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                      Number Engines - N/A                     Stall Warning System - YES
    Max Gross Wt   -    1040                     Engine Type    - N/A
    No. of Seats   -       2                     Rated Power    - N/A
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                           Airport Data
    Basic Weather    - VMC                          LOCAL                                 BLACK FOREST
      Wind Dir/Speed- 090/005 KTS                                                         Runway Ident     - 17
      Visibility     -   10.0   SM              ATC/Airspace                              Runway Lth/Wid   -  5000 -UNK/NR
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE              Runway Status    - WET
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      FULL STOP
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     65             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                          Current       - YES      Total      -      92        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  -  4       Make/Model-      28        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR   Instrument-       0        Last 90 Days-       4

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE GLIDER COLLIDED WITH A PARKED ACFT FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE PLT
REPORTED THE LEFT WING DIPPED DURING THE LANDING ROLL BECAUSE OF THE X-WIND. THE LEFT WING TIP WHEEL DUG INTO AN AREA
OF SOFT SAND BESIDE THE RWY AND THE WHEEL SNAGGED A TOW ROPE WHICH WAS LYING ALONG THE EDGE OF THE RWY. THE GLIDER
WAS PULLED APRX 30 DEGS TO THE LEFT AND IMPACTED THE PARKED ACFT. THE WING SPAN OF THE GLIDER IS WIDER THAN THE
WIDTH OF THE RWY.

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File No. - 285 5/05/85 COLORADO SPRING,CO A/C Reg. No. N2477W Time (Lcl) - 1342 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - SOFT
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                                National Transportation Safety Board
                                     Washington, D.C. 20594

                                        Brief of Accident

     File No. - 290        5/23/85    WATKINS,CO              A/C Reg. No. N781VY           Time (Lcl) - 1217 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                 Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0         0         0
     Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CHAMPION 7FC                  Eng Make/Model - CONTINENTAL C-90-12F     ELT Installed/Activated - UNK/NR
     Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1500                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                       Rated Power    -      90 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method          - N/A                          ENGLEWOOD,CO
       Completeness    - N/A                       Destination                              Airport Data
     Basic Weather     - VMC                          LOCAL                                   FRONT RANGE
       Wind Dir/Speed- 260/006 KTS                                                            Runway Ident      - 26
       Visibility    -     40.0   SM              ATC/Airspace                                Runway Lth/Wid    -  8000/  100
       Lowest Sky/Clouds -     CLEAR                Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TOUCH AND GO
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age - UNK/NR            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                 Current       - YES        Total      -     282          Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  -  7         Make/Model-       5           Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-       0           Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS STATED THE ACFT VEERED APRX 30 DEGS DURING THE LANDING ROLL AND WAS HEADING TOWARD THE NORTH EDGE OF
THE RWY WHEN FULL PWR WAS ADDED TO ABORT THE LANDING. THE ACFT TOOK OFF AND TRAVELED OVER A GRASS AND WHEAT FIELD,
WHICH BORDERS THE RWY, WITH THE LANDING GEAR TOUCHING THE TOPS OF THE WHEAT. WITNESS CONTINUED TO REPORT, "THE PILOT
THEN GAINED AN ESTIMATED 40 FEET OF ALTITUDE AGL BUT ALSO APPEARED TO BE, IN MY OPINION, CLOSE TO FULL STALL." THE
ACFT CONTINUED TO FLY ALONG THE NORTH SIDE OF THE RWY FOR APRX 2500 FT BEFORE IT ENTERED A STEEP RIGHT BANK AND
COLLIDED WITH THE GROUND RIGHT WING TIP FIRST. POST ACCIDENT EXAMINATION OF THE ACFT DISCLOSED A BROKEN MAIN AILERON
BELLCRANK. METALLURGICAL EXAMINATION REVEALED THE BELLCRANK FAILURE RESULTED FROM A SUDDEN OVERLOAD. THE PLT HAD A
TOTAL OF 5 HRS FLT TIME IN THIS MAKE AND MODEL ACFT.

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      File No. - 290        5/23/85    WATKINS,CO                    A/C Reg. No. N781VY              Time (Lcl) - 1217 MDT
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
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Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2
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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -  363       5/24/85    ENGLEWOOD,CO              A/C Reg. No. N111SC          Time (Lcl) - 1840 MDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL                Fatal  Serious  Minor   None
     Type of Operation          -INSTRUCTIONAL                 Fire                  Crew    0       0       0       2
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass    0       0       0       0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 340A               Eng Make/Model - CONTINENTAL TSIO-520      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   - UNK/NR                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      6                    Rated Power    -    310 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
       Method         - N/A                         ENGLEWOOD,CO
       Completeness   - N/A                      Destination                            Airport Data
     Basic Weather    - VMC                         LOCAL                                  CONTENNIAL
       Wind Dir/Speed- 320/005 KTS                                                         Runway Ident     - 34R
       Visibility     -   50.0   SM              ATC/Airspace                              Runway Lth/Wid     8500/  101
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - ILS-COMPLETE
       Precipitation          - NONE                                     STRAIGHT-IN
       Condition of Light     - DUSK                                     FORCED LANDING
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     23             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL,CFI                       Current        - YES      Total      -    850       Last 24 Hrs -       6
          SE LAND,ME LAND                      Months Since   - 13       Make/Model-     64       Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-      0       Last 90 Days-      84
                                                                         Multi-Eng -    123

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ON MAY 24, 1985, A CESSNA 340, LANDED GEAR UP OFF THE RUNWAY AT CONTENNIAL ARPT, ENGLEWOOD, CO. THE SINGLE ENG ILS
APCH AND 2 ENG MISSED APCH WAS PLANNED. THE INSTRUCTOR SIMULATED THE LOSS OF THE RIGHT ENG AT THE OUTER MARKER
BY TURNING OFF THE FUEL SUPPLY. UPON GOING MISSED APCH THE ACFT WOULD NOT CLIMB OR ACCELERATE. A FORCED LANDING
WAS MAKE. THE PROPELLERS INDICATED THE LEFT ENG WAS DEVELOPING HIGH POWER AND THE RIGHT ENGG WAS DEVELOPING LITTLE OR
NO POWER. EVIDENCE SUGGESTS THE FLIGHT INSTRUCTOR INADVERTENTLY SHUT DOWN THE RIGHT ENG. THERE WERE NO INJURIES.

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File No. - 363 5/24/85 ENGLEWOOD,CO A/C Reg. No. N111SC Time (Lcl) - 1840 MDT

Occurrence #1 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. - 219       6/01/85    ORDWAY,CO                A/C Reg. No. N4926Y            Time (Lcl) - 1058 MDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                          Injuries
                                                                DESTROYED                    Fatal   Serious   Minor   None
     Type of Operation         -AERIAL APPLICATION             Fire                   Crew     0        0        0       1
     Flight Conducted Under    -14 CFR 137                      NONE                  Pass     0        C        0       0
     Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-25-260-C               Eng Make/Model - LYCOMING O-540-G1A5      ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2900                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                         Rated Power    -     260 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                           ORDWAY,CO
       Completeness   - N/A                         Destination                              Airport Data
     Basic Weather    - VMC                           LOCAL
       Wind Dir/Speed- 310/008 KTS                                                             Runway Ident     - N/A
       Visibility     -    25.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - N/A
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT                                FORCED LANDING
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -      [illegible]          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                        Flight Time (Hours)
        COMMERCIAL                                  Current         - YES          Total       -   6530        Last 24 Hrs -      15
        SE LAND,ME LAND                             Months Since    -  3           Make/Model-    4500        Last 30 Days- UNK/NR
                                                    Aircraft Type - C-210          Instrument-      22        Last 90 Days-     315
                                                                                   Multi-Eng -     530

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRPLANE DEPARTED THE AIRPORT ON AN AERIAL APPLICATION OPERATION. IMMEDIATELY AFTER TAKEOFF THE PILOT
RETARDED THE PROPELLER CONTROL TO CLIMB SETTING AND TURNED EAST. THE PILOT SAID HE WAS AWARE OF AND SAW POWER
LINES AHEAD. HE SAID HE ADVANCED THE PROPELLER CONTROL TO CLIMB OVER THE WIRES BUT THE AIRPLANE BEGAN TO
SETTLE AND COLLIDED WITH THE WIRES AND CRASHED. THE PILOT SAID HE SUSPECTED HE HAD ENCOUNTERED "SOME BAD AIR
OR SOMETHING."

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Brief of Accident (Continued)

File No. - 219 6/01/85 ORDWAY,CO A/C Reg. No. N4926Y Time (Lcl) - 1058 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
3. OBJECT - WIRE,STATIC
4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

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                        National Transportation Safety Board
                             Washington, D.C. 20594

                                Brief of Accident

   File No. -  366       6/08/85    LAFAYETTE,CO              A/C Reg. No. N5764N            Time (Lcl) - 1010 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                        Fire                  Crew   0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass   0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOONEY M20K                  Eng Make/Model - CONTINENTAL TSIO-360 LB   ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   - UNK/NR                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                       Rated Power    -    200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
      Method         - N/A                          BROOMFIELD,CO
      Completeness   - N/A                       Destination                            Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                        ALEXANDER DAWSON
      Wind Dir/Speed- CALM                                                                 Runway Ident     - UNK/NR
      Visibility    -   50.0   SM               ATC/Airspace                               Runway Lth/Wid   -  2000/   50
      Lowest Sky/Clouds -     CLEAR               Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      GO AROUND
      Condition of Light    - DAYLIGHT                                  FULL STOP
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     38           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current         - YES       Total       -    420         Last 24 Hrs  - UNK/NR
        SE LAND                               Months Since    - 22        Make/Model-      43          Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument-       0          Last 90 Days-      10

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JUNE 8, 1985, A MOONEY M20K, IMPACTED THE GROUND OFF THE RWY WHILE LANDING AT ALEXANDER DAWSON ARPT, LAFAYETTE,
O. THE PLT SAID HE WAS ATTEMPTING TO MAKE A SHORT FIELD APCHTO THE PLT, THE APCH WAS HIGH AND FAST. THE ACFT LANDED, POR
POISED, AND DEPARTED THE END OF THE RWY. THE PLT WAS NOT INJURED.

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      File No. - 366      6/08/85    LAFAYETTE,CO               A/C Reg. No. N5764N            Time (Lcl) - 1010 MDT
--------------------------------------------------------------------------------------------------------------------------

Occurrence            OVERRUN
Phase of Operation    LANDING - ROLL

Finding(s)
  1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  3. FLARE - IMPROPER - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND
  6.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 365   6/15/85   ENGLEWOOD,CO   A/C Reg. No. N3475D   Time (Lcl) - 1555 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 4

Eng Make/Model - LYCOMING O-360 A1D
Number Engines - 1
Engine Type - RECIPROCATING CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/004 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ENGLEWOOD,CO
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
CONTENNIAL
Runway Ident - 34L
Runway Lth/Wid - 5140/ 77
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1470
Make/Model- 20
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

----Narrative----

ON JUNE 15, 1985, A CESSNA 170B GROUND LOOPED DURING A TOUCH AND GO LANDING AT CONTENNIAL ARPT, ENGLEWOOD, CO. THE PLT SAID A GUST OF WING CAUGHT HIM BY SURPRISE. THE ACFT DEPARTED THE RUNWAY AND FLIPPED OVER ON ITS BACK. THE PLT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 365 6/15/85 ENGLEWOOD,CO A/C Reg. No. N3475D Time (Lcl) - 1555 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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Washington, D.C. 20594

Brief of Accident

File No. - 338   3/19/85   WATERBURY,CT   A/C Reg. No. N49EZ   Time (Lcl) - 1100 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	3	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - MARR/ECKBURG LONG EZE
Landing Gear - N/A
Max Gross Wt - 1050
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PLAINVILLE,CT
Destination
WATERBURY,CT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
WATERBURY/OXFORD
Runway Ident - 36
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	95	Last 24 Hrs -	2
Make/Model-	42	Last 30 Days-	4
Instrument-	39	Last 90 Days-	4

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED INTO AN EMBANKMENT SHORT OF RWY 36 AFTER A LOSS OF PWR ON FINAL APPROACH. THE PLT SAID HE WAS OPERATING ON THE RT TANK WHEN THE ENG QUIT. HE IMMEDIATELY AWITCHED TO THE LEFT TANK AND ACTIVATED THE BOOST PUMP. THE PROP HAD STOPPED AND THE ACFT WAS NOT EQUIPPED WITH A STARTER. THE PLT LATER SAID HE NOTICED A RISE IN FUEL PRESSURE BUT DUE TO LACK OF ROTATION THE ENG DID NOT START. THE POST ACC EXAM REVEALED 8 GALS OF FUEL IN THE LEFT ENG AND NONE IN THE RIGHT.

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Brief of Accident (Continued)

File No. - 338   3/19/85   WATERBURY,CT   A/C Reg. No. N49EZ   Time (Lcl) - 1100 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  279        1/14/85    ATLANTIC OCEAN,FL         A/C Reg. No. N505CX            Time (Lcl) - UNK/NR
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                  Injuries
                                                                DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire              Crew      1        0         0        0
    Flight Conducted Under     -14 CFR 91                       UNK/NR           Pass      3        0         0        0
    Accident Occurred During   -UNKNOWN
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 337                    Eng Make/Model - CONTINENTAL TISO-360-C    ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                          Stall Warning System - UNK/NR
    Max Gross Wt   -    4700                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       5                       Rated Power    -     225 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - UNK/NR                     Last Departure Point                     OFF AIRPORT/STRIP
      Method         - UNK/NR                       UNK/NR
      Completeness   - UNK/NR                     Destination                            Airport Data
    Basic Weather    - UNK/NR                       UNK/NR
      Wind Dir/Speed- UNK/NR                                                                Runway Ident     - N/A
      Visibility     - UNK/NR                   ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - UNK/NR              Runway Surface   - N/A
      Lowest Ceiling        - UNK/NR              Type of Clearance   - UNK/NR              Runway Status    - N/A
      Obstructions to Vision- UNK/NR              Type Apch/Lndg      - UNK/NR
      Precipitation         - UNK/NR
      Condition of Light    - UNK/NR
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     30           Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                  Current        - UNK/NR    Total      -     600        Last 24 Hrs - UNK/NR
         SE LAND                                  Months Since   - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS REPORTED MISSING AND SEARCH & RESCUE CONTROL CENTER INITIATED A SEARCH ON 1-17-85. THE SEARCH WAS SUSPENDED
ON 1-24-85. THE LAST REPORTED POSITION OF THE ACFT WAS 66 MILES NORTHEAST OF JACKSONVILLE, FL. THE ACFT IS STILL
MISSING & THE DAMAGE INDEX IS PRESUMED TO BE DESTROYED. THE WHEREABOUTS OF THE OCCUPANTS ARE UNKNOWN & THEY ARE
PRESUMED TO BE FATALLY UNJURED.

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Brief of Accident (Continued)

File No. - 279   1/14/85   ATLANTIC OCEAN,FL   A/C Reg. No. N505CX   Time (Lcl) - UNK/NR

Occurrence   MISSING AIRCRAFT
Phase of Operation   UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                               Washington, D.C. 20594

                                  Brief of Accident

     File No. - 301      2/03/85    KEY LARGO,FL              A/C Reg. No. N5103Y          Time (Lcl) - 0400 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -DRUG SMUGGLI                  Fire                  Crew     1        0        0        0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass     1        0        0        0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-23-250             Eng Make/Model  - LYCOMING O-540-A1D5     ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines  -  2                         Stall Warning System - YES
     Max Gross Wt   -   4800                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                      Rated Power     -     250 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
       Method          - N/A                          UNK/NR
       Completeness    - N/A                       Destination                           Airport Data
     Basic Weather     - UNK/NR                       UNK/NR
       Wind Dir/Speed- 170/001 KTS                                                          Runway Ident     - N/A
       Visibility      - UNK/NR                   ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -   UNK/NR                Type of Flight Plan - NONE              Runway Surface   - WATER
       Lowest Ceiling        - OBSCURED             Type of Clearance   - NONE              Runway Status    - WATER-CALM
       Obstructions to Vision- FOG                  Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     42              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
       COMMERCIAL,CFI                           Current       - UNK/NR       Total      -   5000        Last 24 Hrs - UNK/NR
       SE LAND,ME LAND,SE SEA                   Months Since  - UNK/NR       Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR       Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT CRASHED INTO THE WATERS OF THE ATLANTIC OCEAN AND SANK NOSE FIRST INTO 15 FEET OF WATER. ON IMPACT THE 25
BALES OF MARIJUANA LOCATED IN THE CABIN OF THE AIRCRAFT SHIFTED FORWARD AND PINNED THE PILOT AND PASSENGER IN THE
AIRCRAFT. NO USABLE FUEL WAS FOUND IN THE AIRCRAFT AND NO FUEL WAS REPORTED TO HAVE LEAKED FROM THE AIRCRAFT. THE
DESTINATION OR ORIGIN OF THE FLIGHT COULD NOT BE DETERMINED.

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Brief of Accident (Continued)

File No. - 301   2/03/85   KEY LARGO,FL   A/C Reg. No. N5103Y   Time (Lcl) - 0400 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2   DITCHING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. NACELLE/PYLON - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

File No. - 299 2/10/85 ST.AUGUSTINE,FL A/C Reg. No. N92668 Time (Lcl) - 1300 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
ST. AUGUSTINE
Runway Ident - 13
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3872
Make/Model- 120
Instrument- 480
Multi-Eng - 460
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT COLLIDED WITH A WIND DIRECTION INDICATOR SUPPORT POLE DURING A RECOVERY FROM A BOUNCED LANDING. THE CFI ON BOARD STATED HE TURNED HIS HEAD TO ADVISE THE STUDENT IN THE BACK SEAT TO KEEP THE LEFT WING DOWN BECAUSE OF THE X-WIND CONDITION WHEN HE NOTICED THE ACFT DRIFTING TO THE RIGHT TOWARD THE POLE.

Brief of Accident (Continued)

File No. - 299   2/10/85   ST.AUGUSTINE,FL   A/C Reg. No. N92668   Time (Lcl) - 1300 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

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Brief of Accident

File No. - 300 2/11/85 FT.LAUDERDALE,FL A/C Reg. No. N9207E Time (Lcl) - 1231 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-JA5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 160/015 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VERO BEACH,FL
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
FT. LAUDERDALE EXECUTIVE
Runway Ident - 08
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 4930
Make/Model- 112
Instrument- 480
Multi-Eng - 250
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT LANDED WITH A X-WIND COMPONENT OF ABOUT 25 KTS FROM THE RIGHT. THE PLT AND WITNESSES STATED THE WIND LIFTED THE RIGHT WING OF OFF THE RWY. SIDE FORCES RESULTED IN THE LEFT MAIN LANDING GEAR COLLAPSING. MAXIMUM DEMONSTRATED TAKEOFF AND LANDING X-WIND COMPONENT FOR THIS ACFT IS 14 KTS.

File No. - 300 2/11/85 FT.LAUDERDALE,FL A/C Reg. No. N9207E Time (Lcl) - 1231 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

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    File No. - 362      2/14/85    EVERGLADES CITY,FL        A/C Reg. No. N3163P          Time (Lcl) - 1215 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                    Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire                   Crew     3        0        0       0
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0       0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-23              Eng Make/Model - LYCOMING O-320-A1A       ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    3500                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                   Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
      Method          - N/A                      SAME AS ACC/INC
      Completeness    - N/A                   Destination                           Airport Data
    Basic Weather     - VMC                      NAPLES,FL                             EVERGLADES
      Wind Dir/Speed- 360/012 KTS                                                     Runway Ident      - 33
      Visibility      -    15.0   SM          ATC/Airspace                             Runway Lth/Wid    -  2400/   50
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE             Runway Surface    - ASPHALT
      Lowest Ceiling       - 25000 FT BROKEN    Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     60          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                          Current       - UNK/NR      Total      -   1950        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                     Months Since  - UNK/NR      Make/Model-      62        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR      Instrument-       0        Last 90 Days- UNK/NR
                                                                        Multi-Eng -      62

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE ACFT DEPARTED THE AIRPORT FOR A SHORT FLIGHT TO DROP OFF ONE PASSENGER. SHORTLY AFTER TAKEOFF WITNESSES STATED THAT THE ACFT STARTED A SHALLOW TURN TO THE LEFT IN A NOSE HIGH ATTITUDE. THE ACFT CONTINUED TO LOSE SPEED AND ROLLED RAPIDLY TO THE LEFT AT ABOUT 100 FT. IT THEN CONTACTED THE WATER IN CHOKOLOSKEE BAY. BOTH ENGINES EXHIBITED EVIDENCE OF HIGH RPM.BEING DEVELOPED AT IMPACT.

File No. - 362 2/14/85 EVERGLADES CITY,FL A/C Reg. No. N3163P Time (Lcl) - 1215 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. CONTROL INTERFERENCE - INITIATED - OTHER PERSON

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 DITCHING
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

File No. - 215 2/17/85 WILLISTON,FL A/C Reg. No. N3891D Time (Lcl) - 1250 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 1
Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WILLISTON MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 558
Make/Model- 38
Instrument- 50
Last 24 Hrs - 3
Last 30 Days- 10
Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT TOOK OFF WITH THE FUEL SELECTOR ON "BOTH" AND AT 300 FEET AGL SWITCHED THE FUEL SELECTOR TO "LEFT". THE SELECTOR WAS STILL ON "LEFT" WHEN ENGINE LOST POWER AT THE BEGINNING OF THE BASE LEG. THE PLT TRIED TO REACH THE RWY BUT COLLIDED WITH EDGE OF LIMESTONE PIT ABOUT 1000 FT FROM THE APCH END OF RWY. INVESTIGATION DISCLOSED LEFT FUEL TANK WAS EMPTY AND THERE WERE APRX 4 GALS IN THE RIGHT TANK. EVIDENCE SUGGESTS THE ACFT CRASHED IN A VERY STEEP FLT PATH, SLIGHTLY NOSE HIGH ATTITUDE AND ALMOST NO FORWARD VELOCITY.

File No. - 215 2/17/85 WILLISTON,FL A/C Reg. No. N3891D Time (Lcl) - 1250 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FLUID - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. STALL/MUSH - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 302       2/23/85    HOLLYWOOD,FL               A/C Reg. No. N83CR            Time (Lcl) - 1200 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                  Crew     0        0         0        1
    Flight Conducted Under    -14 CFR 91                     NONE                 Pass     0        0         0        1
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - AUTON - DUNHAM RUTAN LONG EZ   Eng Make/Model - LYCOMING O-235      ELT Installed/Activated - NO -N/A
    Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                     Stall Warning System - NO
    Max Gross Wt  -   1425                         Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                         Rated Power     -     110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           HOLLYWOOD,FL
      Completeness   - N/A                        Destination                              Airport Data
    Basic Weather    - VMC                           HOLLYWOOD,FL                             NORTH PERRY
      Wind Dir/Speed- 130/013 KTS                                                             Runway Ident     - 09
      Visibility     -    8.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  3000/  100
      Lowest Sky/Clouds  -     2000 FT SCATTERED   Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling       -   5000 FT OVERCAST    Type of Clearance   - VFR                  Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                        TOUCH AND GO
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                               Current         - YES      Total     -     105        Last 24 Hrs - UNK/NR
        SE LAND                               Months Since    - 22       Make/Model-       2        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-       0        Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PLT STATED THAT THE FLT WAS SMOOTH UNTIL HE CROSSED OVER THE TREES AT THE END OF THE RWY & WAS HIT WITH A GUST OF WIND & HIT THE GROUND SHORT OF THE RWY CAUSING THE MAIN & NOSE LANDING GEAR TO SEPARATE. THE PLANE CONTINUED TO FLY ABOUT 75 YARDS BEFORE COMING TO A FULL STOP ABOUT 20 YARDS FROM THE FAR END OF THE RWY.

File No. - 302 2/23/85 HOLLYWOOD,FL A/C Reg. No. N83CR Time (Lcl) - 1200 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
2. PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

    File No. -  388      2/25/85    JACKSONVILLE,FL          A/C Reg. No. N6803B           Time (Lcl) - 1943 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-AIR CARRIER - ALL CARGO        Aircraft Damage                        Injuries
      Name of Carrier           -TAMPA AIRWAYS, INC.             DESTROYED                  Fatal    Serious    Minor     None
      Type of Operation         -NON SCHED,DOMESTIC,CARGO       Fire                 Crew     1         0         0         0
      Flight Conducted Under    -14 CFR 135                      ON GROUND           Pass     0         0         0         0
      Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA 210              Eng Make/Model - CONTINENTAL IO-520-L     ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-RETRACTABLE    Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt  -   3800                  Engine Type    - RECIP-FUEL INJECTED
      No. of Seats  -      6                  Rated Power    -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
        Method        - N/A                          JACKSONVILLE,FL
        Completeness  - N/A                        Destination                            Airport Data
      Basic Weather   - VMC                          ORLANDO,FL                              JACKSONVILLE INT'L
        Wind Dir/Speed- 360/008 KTS                                                          Runway Ident     - 25
        Visibility    -     7.0   SM             ATC/Airspace                                Runway Lth/Wid   -  8000/  150
        Lowest Sky/Clouds -     25000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling      - NONE                  Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
        Precipitation       - NONE                                        FULL STOP
        Condition of Light  - NIGHT(DARK)                                 FORCED LANDING
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                    Age -     30          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)          Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL                        Current       - YES       Total      -    3000        Last 24 Hrs -       0
          SE LAND,ME LAND                   Months Since  -  1        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                            Aircraft Type - C-210     Instrument-       0         Last 90 Days- UNK/NR


          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED & BURNED WHILE ATTEMPTING TO RETURN TO THE ARPT AFTER THE PILOT REPORTED A POWER LOSS SHORTLY AFTER
TAKEOFF. A POST CRASH EXAM OF THE ENGINE DID NOT REVEAL ANY EVIDENCE TO SUGGEST ANY FAILURE OR MALFUNCTION PRIOR TO
IMPACT.
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Brief of Accident (Continued)

File No. - 388 2/25/85 JACKSONVILLE,FL A/C Reg. No. N6803B Time (Lcl) - 1943 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
6. MANEUVER - ATTEMPTED - PILOT IN COMMAND
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 384 2/21/85 LAWRENCEVILLE,GA A/C Reg. No. N1613P Time (Lcl) - 1500 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/009 KTS
Visibility - 11.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ATLANTA,GA
Destination
CUMMING,GA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
GWINNETT CO.
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000
Make/Model- 9
Instrument- 257
Multi-Eng - 12

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

----Narrative----

STUDENT PILOT BOUGHT ACFT PREVIOUS DAY, ASKED INSTRUCTOR TO FLY ACFT WITH HIM TO HOME AIRPORT. CFI DELAYED EN ROUTE TO PRACTICE TOUCH AND GO. ON GO AROUND ENGINE WOULD NOT PRODUCE FULL POWER AND ACFT WOULD NOT CLIMB. DURING SUBSEQUENT INTERVIEW PIC/CFI TOLD FAA INSPECTOR HE NOTED THAT FULL FLAPS WERE STILL EXTENDED AFTER THE ACFT LIFTED OFF. WHEN HE RAISED THE FLAPS ACFT SETTLED TO RUNWAY. ACFT WAS GROUND-LOOPED TO AVOID RUNNING OFF RUNWAY END.

Brief of Accident (Continued)

File No. - 384 2/21/85 LAWRENCEVILLE,GA A/C Reg. No. N1613P Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. CARBURETOR HEAT - CONTINUED - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
4. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
6. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
7. SUPERVISION - POOR - PILOT IN COMMAND
8. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7,8

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. - 382       2/28/85    SUCHES,GA                A/C Reg. No. N71877            Time (Lcl) - 1230 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal    Serious   Minor     None
     Type of Operation          -PERSONAL                     Fire               Crew       0        0         1         0
     Flight Conducted Under     -14 CFR 91                     NONE              Pass       0        0         0         1
     Accident Occurred During   -CRUISE
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - LUSCOMBE 8A               Eng Make/Model - CONT MOTOR 65-8F        ELT Installed/Activated - NO -N/A
     Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                        Stall Warning System - UNK/NR
     Max Gross Wt  - UNK/NR                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                   Rated Power     -      65 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                              Airport Proximity
     Wx Briefing      - FSS                    Last Departure Point                   OFF AIRPORT/STRIP
       Method         - TELEPHONE                BLAIRSVILLE,GA
       Completeness   - WEATHER NOT PERTINENT   Destination                         Airport Data
     Basic Weather    - VMC                      ATLANTA,GA                           UNKNOWN
       Wind Dir/Speed- 090/010 KTS                                                    Runway Ident      - N/A
       Visibility    -     7.0   SM          ATC/Airspace                             Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE             Runway Surface    - N/A
       Lowest Ceiling         - NONE           Type of Clearance   - NONE             Runway Status     - N/A
       Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     34          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                            Current        - YES       Total       -   2581        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND,SE SEA                Months Since   - 12        Make/Model-      133        Last 30 Days- UNK/NR
         HELICOPTER     ,GLIDER                Aircraft Type - UNK/NR     Instrument-      115        Last 90 Days-     28
                                                                          Multi-Eng -      116        Rotorcraft  -    560

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER TAKEOFF IN MOUNTAINOUS TERRAIN PILOT USED SHALLOW CLIMB ON COURSE. PILOT STATED HE FAILED TO CLIMB TO A SUITABLE
ALTITUDE. WHEN FIRST RIDGE WAS CLEARED A DOWNDRAFT WAS ENCOUNTERED. PILOT MADE 180 DEGREE TURN BUT WAS UNABLE TO
CLIMB ABOVE TERRAIN.

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Brief of Accident (Continued)

File No. - 382 2/28/85 SUCHES,GA A/C Reg. No. N71877 Time (Lcl) - 1230 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. OBJECT - TREE(S)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. -  383       3/10/85    BUENA VISTA,GA            A/C Reg. No. N3227L           Time (Lcl) - 1650 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation           -BUSINESS                    Fire                  Crew    0        0        0        1
    Flight Conducted Under      -14 CFR 91                    NONE                 Pass    0        0        0        2
    Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172H               Eng Make/Model - CONTINENTAL O-300        ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2300                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -     145 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing     - UNK/NR                    Last Departure Point                       ON AIRPORT
      Method        - ACFT RADIO                  COLUMBUS,GA
      Completeness  - WEATHER NOT PERTINENT     Destination                              Airport Data
    Basic Weather   - VMC                         BUENA VISTA,GA                           MARION COUNTY
      Wind Dir/Speed- 110/004 KTS                                                          Runway Ident     - 32
      Visibility    -   15.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  3200/   75
      Lowest Sky/Clouds -     UNK/NR            Type of Flight Plan - VFR                  Runway Surface   - ASPHALT
      Lowest Ceiling        - UNK/NR            Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                    FULL STOP
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-in-Command                      Age -      52          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current       - UNK/NR     Total        -    352        Last 24 Hrs -       1
                                             Months Since  - UNK/NR     Make/Model-       250        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument-       83        Last 90 Days-      30


        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT SLIPPED ON FINAL DUE TO BEING HIGH. LANDED HARD AND BOUNCED. ON SECOND TOUCHDOWN RUDDER WAS STILL APPLIED
AND ACFT VEERED OFF RUNWAY COLLIDING WITH DITCH BANK.

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File No. - 383 3/10/85 BUENA VISTA,GA A/C Reg. No. N3227L Time (Lcl) - 1650 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. - 203       3/14/85    ATLANTA,GA               A/C Reg. No. N76RF             Time (Lcl) - 1030 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                 Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 91                        NONE                Pass      0        0        0        1
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 182P                Eng Make/Model - CONTINENTAL O-470         ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    2950                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       4                    Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                               Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                            DEKALB-PEACHTREE
      Wind Dir/Speed- 320/020 KTS                                                           Runway Ident     - 34
      Visibility    -    2.000 SM            ATC/Airspace                                   Runway Lth/Wid   -  3966/  150
      Lowest Sky/Clouds  -      900 FT         Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling       -    900 FT OVERCAST Type of Clearance  - VFR                    Runway Status    - WET
      Obstructions to Vision- UNK/NR           Type Apch/Lndg      - UNK/NR
      Precipitation        - RAIN SHOWERS
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     52            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current        - YES       Total      - UNK/NR         Last 24 Hrs - UNK/NR
        SE LAND                              Months Since   -  1        Make/Model - UNK/NR         Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument - UNK/NR         Last 90 Days- UNK/NR
                                                                        Multi-Eng  - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LOST DIRECTIONAL CONTROL DURING LDG WHEN THE ACFT ENCOUNTERED WIND GUSTS AND WAS BLOWN OFF THE RWY.

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Brief of Accident (Continued)

File No. - 203 3/14/85 ATLANTA,GA A/C Reg. No. N76RF Time (Lcl) - 1030 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 378   3/24/85   THOMASTON,GA   A/C Reg. No. N1387B   Time (Lcl) - 1730 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - KIRST ALLEN J DR-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - UNKNOWN UNKNOWN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VALDOSTA,GA
Destination
AMERICUS,GA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
THOMASTON
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 900
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 50
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT MADE AN EMERGENCY LDG IN A FLD AFTER TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION. THE PLT WAS ON A FLT FROM LAKELAND, FL. TO GRIFFIN, GA. WITH A PLANNED REFUELING STOP AT AMERICUS, GA. ACCORDING TO THE PLT HE WAS UNABLE TO LAND AT AMERICUS DUE TO GUSTING WIND. HE CONTINUED TOWARD GRIFFIN, GA. & RAN OUT OF FUEL ABOUT 20 MI SOUTH OF GRIFFIN, GA. THE DISTANCE BETWEEN AMERICUS, GA. & GRIFFIN, GA. IS ABOUT 80 MI. THERE WERE SEVERAL AIRPORTS ALONG THE ACFTS ROUTE OF FLT & THE PLT ELECTED NOT TO LAND AT THEM.

Brief of Accident (Continued)

File No. - 378   3/24/85   THOMASTON,GA   A/C Reg. No. N1387B   Time (Lcl) - 1730 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CLIMB

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. - 275        1/09/85    PLATO CENTER,IL           A/C Reg. No. N75130            Time (Lcl) - 1645 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation           -PERSONAL                      Fire                  Crew     0        0        0       1
     Flight Conducted Under      -14 CFR 91                      NONE                 Pass     0        0        0       0
     Accident Occurred During    -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 3100              Eng Make/Model  - CONTINENTAL IO-470-VO     ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE     Number Engines  -  2                           Stall Warning System   YES
     Max Gross Wt    -    5200                  Engine Type     - RECIP-FUEL INJECTED
     No. of Seats    -       6                  Rated Power     -     260 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
        Method          - N/A                       WHEELING,IL
        Completeness    - N/A                    Destination                               Airport Data
      Basic Weather     - VMC                      SAME AS ACC/INC                           OLSON
        Wind Dir/Speed- 120/010 KTS                                                          Runway Ident       - 06
        Visibility     -      15.0   SM         ATC/Airspace                                 Runway Lth/Wid     -  2000/  100
        Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE                Runway Surface     - ASPHALT
        Lowest Ceiling         - 25000 FT OVERCAST Type of Clearance   - NONE                Runway Status      - SNOW - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DUSK
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      51              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                       Flight Time (Hours)
        COMMERCIAL,CFI                          Current        - YES      Total          -   6400        Last 24 Hrs -      0
        SE LAND,ME LAND                         Months Since   - UNK/NR   Make/Model-        1200        Last 30 Days-      0
                                                Aircraft Type  - UNK/NR   Instrument-         588        Last 90 Days-      0
                                                                          Multi Eng  -       2610

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT EXPERIENCED A NOSE GEAR COLLAPSE DURING LANDING. THE PLT STATED THAT WHILE ON FINAL APCH THE ACFT CONTACTED
A 3-4 FT HIGH SNOWBANK NEAR THE END OF THE RWY WHICH RESULTED IN THE NOSE GEAR COLLAPSE. HE CONTINUED TO STATE THE
SNOWBANK WAS DIFFICULT TO SEE BECAUSE OF THE OVERCAST AND DUSK LIGHT CONDITION.
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                                        Brief of Accident (Continued)

     File No. - 275        1/09/85    PLATO CENTER,IL            A/C Reg. No. N75130             Time (Lcl) - 1645 CST
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Occurrence #1          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
   1. TERRAIN CONDITION - SNOWBANK
   2. LIGHT CONDITION - DUSK
   3. WEATHER CONDITION - CLOUDS
   4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
   5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
   6. LANDING GEAR,NOSE GEAR - OVERLOAD
----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 375 2/09/85 PEORIA,IL A/C Reg. No. N1894M Time (Lcl) - 1312 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	2	0

----Aircraft Information----

Make/Model - CESSNA 337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4630
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-G
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/014 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
MADISON,WI

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND,SE SEA

Age - 56
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2941
Make/Model- 1865
Instrument- 110
Multi-Eng - 1865
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS DAMAGED IN AN OFF ARPT FORCED LNDG AFTER THE REAR ENG QUIT AT ABOUT 350 FT AGL. THE PLT STATED THAT HE COULD NOT FEATHER THE PROP ON THE REAR ENG WHICH HAD STOPPED. SINCE THE ACFT WOULD NOT CLIMB THE PLT ELECTED TO LAND OFF THE ARPT. THE POST ACC EXAM DISCLOSED INTERNAL FAILURE OF THE REAR ENG. #6 ROD HAD PENETRATED THE ENG CASING. THE PLTS STATEMENT EXPLAINED THAT THE PLT HAD A CHOICE OF COLLIDING WITH HOUSES, STALL/SPINNING, OR LANDING IN TREES. HE ELECTED TO TRY THE TREES.

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Brief of Accident (Continued)

File No. - 375   2/09/85   PEORIA,IL   A/C Reg. No. N1894M   Time (Lcl) - 1312 CST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION
3. ENGINE ASSEMBLY,CRANKCASE - PENETRATED
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DISABLED
6. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
7. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 347   2/17/85   MT. VERNON, IL   A/C Reg. No. N101MW   Time (Lcl) - 1500 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - RUTAN VARIEZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
MT VERNON
Runway Ident - 33
Runway Lth/Wid - 3149/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 680
Make/Model- 42
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

THE ACFT LNDG GEAR COLLAPSED AFTER SEVERAL LNDGS. THE PLT WAS PRACTICING TOUCH & GO LNDGS AND COMPLETED 5 CIRCUITS. DURING THE 6TH LNDG THE MAIN GEAR COLLAPSED AT TOUCHDOWN. THE NOSE GEAR THEN COLLAPSED THIS MODEL VARIEZE WAS EQUIPPED WITH A LNDG GEAR THAT WAS FOUND TO BE TOO WEAK. LATER VERSIONS HAD AN IMPROVED SYSTEM WHICH WAS STRONGER. NO PROVISION TO MAKE THE CHANGE MADATORY HAD BEEN MADE.

Brief of Accident (Continued)

File No. - 347   2/17/85   MT. VERNON,IL   A/C Reg. No. N101MW   Time (Lcl) - 1500 CST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - FATIGUE
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRFRAME - MANUFACTURER
3. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - FAILURE,TOTAL
4. INSUFFICIENT STANDARDS/REQUIREMENTS,MANUFACTURER - MANUFACTURER

Occurrence #2   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 277   2/28/85   WAYNE CITY,IL   A/C Reg. No. N68183   Time (Lcl) - 2115 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 152 II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
KINGSPORT,TN
Destination
MT. VERNON,IL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 57
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 301
Make/Model- 41
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

----Narrative----

WHILE EN ROUTE ON A NIGHT X-COUNTRY FLT THE ACFT EXPERIENCED FUEL EXHAUSTION. AN EMERGENCY LNDG WAS ATTEMPTED TO A ROAD. THE ACFT STRUCK A POWER POLE THAT WAS NOT VISIBLE IN THE DARKNESS AND THEN HUNG UP IN THE WIRES. THE ACFT WAS DESTROYED WHEN IT WAS DISLODGED FROM THE WIRES AND IT FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 277 2/28/85 WAYNE CITY,IL A/C Reg. No. N68183 Time (Lcl) - 2115 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 345        3/04/85    LACON,IL                A/C Reg. No. N3012L            Time (Lcl) - 1832 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                        Fire                  Crew      0         1         0         0
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0         0         0         0
    Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-300             Eng Make/Model - LYCOMING IO-540-K1G5     ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3400                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                     Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing       - FSS                        Last Departure Point                       OFF AIRPORT/STRIP
       Method          - UNK/NR                       ALTON,IL
       Completeness    - UNK/NR                    Destination                              Airport Data
     Basic Weather     - VMC                          SAME AS ACC/INC                          MARSHALL COUNTY
       Wind Dir/Speed- 250/022 KTS                                                            Runway Ident     - 18
       Visibility    -    20.0   SM               ATC/Airspace                                Runway Lth/Wid   -  2200/   50
       Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling      -    5500 FT OVERCAST   Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                Type Anch/Lndg      - STRAIGHT-IN
       Precipitation       - NONE                                          FULL STOP
       Condition of Light   - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     44              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                 Current       - UNK/NR      Total      -    8808        Last 24 Hrs -       4
        SE LAND                                 Months Since  - UNK/NR      Make/Model-    7424        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-    1334        Last 90 Days-     723
                                                                            Multi-Eng -      35

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON FINAL APCH MODERATE TURBULENCE WAS EXPERIENCED. A 200 TO 300 FOOT VERTICLE LOSS OF ALT OCCURRED. THE
PLT ADDED PWR AND INCREASED THE PITCH ATTITUDE. BEFORE ALT COULD BE REGAINED THE ACFT CONTACTED A UTILITY POLE.
THE APCH WAS BEING MADE TO RWY 18. THE NEAREST WX REPORTING STATION, 25 MILES AWAY, REPORTED WINDS FROM 250 DEGREES
AT 22 KTS GUSTING TO 36 KTS.

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Brief of Accident (Continued)

File No. - 345   3/04/85   LACON,IL   A/C Reg. No. N3012L   Time (Lcl) - 1832 CST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - GUSTS
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE

Occurrence #2   ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

      File No. - 391       3/07/85    CHAMPAIGN,IL              A/C Reg. No. N43320          Time (Lcl) - 1940 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                      Fire                 Crew    0        0        0      2
     Flight Conducted Under     -14 CFR 91                      NONE                Pass    0        0        0      0
     Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172                  Eng Make/Model - LYCOMING O-320-E2D      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -   2350                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                      Rated Power    -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                    OFF AIRPORT/STRIP
       Method         - TELEPHONE                     DANVILLE,IL
       Completeness   - UNK/NR                     Destination                           Airport Data
     Basic Weather    - VMC                           SAME AS ACC/INC                       CHAMPAINGN URBANA
       Wind Dir/Speed- 200/009 KTS                                                          Runway Ident      - 13
       Visibility     -    12.0   SM              ATC/Airspace                              Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE              Runway Surface    - N/A
       Lowest Ceiling       -   2200 FT OVERCAST    Type of Clearance   - VFR               Runway Status     - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - ASR
       Precipitation        - NONE
       Condition of Light   - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -    61                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL,CFI                          Current         - YES       Total       -    1631         Last 24 Hrs -       1
         SE LAND                                 Months Since    - 12        Make/Model-      620          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-      258          Last 90 Days-      34

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A PRACTICE ASR APCH USING A VISION RESTRICTING DEVICE THE PLT IN COMMAND EXCEEDED THE MDA AND CRASHED IN A
FIELD APRX 1 MILE FROM THE AIRPORT. RECOMMENDED ALTITUDES WERE BEING ISSUED BY ATC. THE SAFETY PLT ISSUED A WARNING
CONCERNING THE LOW ALT AS THE ACFT CONTACTED THE TERRAIN. ATTHE ACCIDENT, THE ALTIMETER INDICATED TERRAIN ELEVATION. IT
WAS ALSO BENCH TESTED AND NO DISCREPANCIES WERE FOUND.

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Brief of Accident (Continued)

File No. - 391 3/07/85 CHAMPAIGN,IL A/C Reg. No. N43320 Time (Lcl) - 1940 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. TERRAIN CONDITION - ROUGH/UNEVEN
2. VISUAL LOOKOUT - MISJUDGED - COPILOT
3. IMPROPER USE OF PROCEDURE,INATTENTIVE - COPILOT
4. LIGHT CONDITION - DARK NIGHT
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. MINIMUM DESCENT ALTITUDE - EXCEEDED - PILOT IN COMMAND
7. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
8. COMMUNICATIONS/INFORMATION/ATC - ISSUED - ATC PSNL(LCL/GND/CLNC)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 352   3/17/85   SAUK VILLAGE, IL   A/C Reg. No. N94032   Time (Lcl) - 2215 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -PROMPTUSAIR, INC.
Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL TSIO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
INDIANAPOLIS, IN
Destination
CHICAGO, IL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
LANSING
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 15377
Make/Model- 1637
Instrument- 1377
Multi-Eng - 908
Last 24 Hrs - 46
Last 30 Days- UNK/NR
Last 90 Days- 2301

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A NIGHT PREFLIGHT THE FUEL QUANTITY WAS VISUALLY CHECKED AND THE PLT ESTIMATED EACH TANK CONTAINED 35 GALS. THE LEFT FUEL GUAGE INDICATED 220 POUNDS AND THE RIGHT GUAGE WAS INOP. AFTER APRX 1 HOUR 50 MINUTES OF FLT TIME A TOTAL LOSS OF POWER OCCURRED. A FORCED LANDING WAS MADE ON A HIGHWAY DURING WHICH THE ACFT CONTACTED A GAURD RAIL AND A DITCH. INVESTIGATION REVEALED THE LEFT FUEL TANK WAS EMPTY AND THE RIGHT FUEL TANK CONTAINED VERY LITTLE FUEL. THE PORTION OF THE FLT WHEN THE ENGINE QUIT WAS BEING MADE ON THE LEFT FUEL TANK.

Brief of Accident (Continued)

File No. - 352 3/17/85 SAUK VILLAGE,IL A/C Reg. No. N94032 Time (Lcl) - 2215 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
4. REFUELING - DISREGARDED - PILOT IN COMMAND
5. FLUID,FUEL - INADEQUATE

Occurrence #2
Phase of Operation

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                         National Transportation Safety Board
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                                 Brief of Accident

   File No. - 355       4/13/85    CHICAGO,IL              A/C Reg. No. N2299T          Time (Lcl) - 1306 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor   None
   Type of Operation          -PERSONAL                      Fire                 Crew      0        0        0       1
   Flight Conducted Under     -14 CFR 91                      NONE                Pass      0        0        0       0
   Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA R182             Eng Make/Model - LYCOMING IO-540 SER        ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt   -    3100                 Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       4                 Rated Power    -    235 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                  Itinerary                                Airport Proximity
   Wx Briefing       - FSS                       Last Departure Point                     ON AIRPORT
     Method          - UNK/NR                      SAME AS ACC/INC
     Completeness    - UNK/NR                   Destination                            Airport Data
   Basic Weather     - VMC                         LOCAL                                  CHICAGO-MIDWAY
     Wind Dir/Speed- 180/018 KTS                                                          Runway Ident     - 13
     Visibility      -   10.0   SM              ATC/Airspace                              Runway Lth/Wid   -  5390/  150
     Lowest Sky/Clouds  -     1500 FT SCATTERED   Type of Flight Plan - NONE              Runway Surface   - CONCRETE
     Lowest Ceiling          -                    Type of Clearance   - NONE              Runway Status    - DRY
     Obstructions to Vision- BLOWING SNOW         Type Apch/Lndg      - FULL STOP
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                     Age -      33              Medical Certificate - EXPIRED
    Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                            Current      - YES      Total       -   111       Last 24 Hrs -       1
       SE LAND                            Months Since - UNK/NR   Make/Model-     46       Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR  Instrument-      0       Last 90 Days-       7


       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN THE LANDING FLARE, THE ACFT APPARENTLY TOUCHED DOWN ON THE NOSE GEAR & BEGAN TO PORPOISE. DURING THE
SUBSEQUENT BOUNCES, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER AS IT DEPARTED THE SIDE OF THE RWY. THE PLT
STATED THAT HE FELT THAT A GUST OF WIND HAD CAUGHT THE ACFT FROM THE REAR & CAUSED THE ACCIDENT.
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File No. - 355 4/13/85 CHICAGO,IL A/C Reg. No. N2299T Time (Lcl) - 1306 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
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                                  Brief of Accident

    File No. - 356      4/28/85    JACKSONVILLE,IL          A/C Reg. No. N7702V          Time (Lcl) - 1700 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                 Fatal    Serious   Minor    None
   Type of Operation         -PERSONAL                       Fire                Crew      0         0        0        1
   Flight Conducted Under    -14 CFR 91                       NONE               Pass      0         0        0        0
   Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 177RG                Eng Make/Model - LYCOMING IO360-A1B6D     ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    2800                     Engine Type    - RECIP-FUEL INJECTED
   No. of Seats   -       4                     Rated Power    -     200 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
   Wx Briefing      - UNK/NR                    Last Departure Point                       ON AIRPORT
     Method         - UNK/NR                      SAME AS ACC/INC
     Completeness   - UNK/NR                   Destination                               Airport Data
   Basic Weather    - VMC                          LOCAL                                    JACKSONVILLE
     Wind Dir/Speed- 340/009 KTS                                                            Runway Ident     - 31
     Visibility    -     15.0    SM             ATC/Airspace                                 Runway Lth/Wid   -  4000/   75
     Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
     Lowest Ceiling         - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
     Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation          - NONE                                      GO AROUND
     Condition of Light     - DAYLIGHT                                  FULL STOP
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     74             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current         - YES       Total      -    211         Last 24 Hrs -       2
        SE LAND                              Months Since    -  4        Make/Model-     105         Last 30 Days- UNK/NR
                                             Aircraft Type   - 177RG     Instrument-      17         Last 90 Days-      13


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER COMPLETING 14 LANDINGS THE PILOT ELECTED TO FULL STOP. HE ATTEMPTED A GO AROUND AFTER TOUCHDOWN & AFTER
ROLLING DOWN PART OF THE RWY. THE ACFT RAN OFF THE END OF THE RWY INTO A PLOWED FIELD.

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Brief of Accident (Continued)

File No. - 356   4/28/85   JACKSONVILLE,IL   A/C Reg. No. N7702V   Time (Lcl) - 1700 CDT

Occurrence   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2.   IMPROPER DECISION,EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
3. ROTATION - EXCESSIVE - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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                                     Brief of Accident

      File No. - 360       5/18/85    DURAND,IL                   A/C Reg. No. N50125           Time (Lcl) - 2100 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                   Crew     0         0          0        1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0         0          0        1
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150                       Eng Make/Model  - CONTINENTAL O-200        ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED                   Number Engines  -   1                        Stall Warning System - YES
    Max Gross Wt   -    1600                          Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                           Rated Power     -     100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                            DODGEVILLE,WI
       Completeness   - N/A                          Destination                           Airport Data
     Basic Weather    - VMC                            ROCKFORD,IL
       Wind Dir/Speed- 170/006 KTS                                                            Runway Ident      - N/A
       Visibility     -   15.0   SM                ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan  - NONE              Runway Surface    - N/A
       Lowest Ceiling         - NONE                 Type of Clearance    - NONE              Runway Status     - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg       - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      37            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                 Current        - YES       Total        -    196       Last 24 Hrs  -      3
          SE LAND                                 Months Since   - 12        Make/Model-      170       Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR    Instrument-        0       Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A NIGHT FLIGHT THE ACFT EXPERIENCED A COMPLETE LOSS OF ENGINE POWER. AN EMERGENCY LANDING WAS MADE TO
A ROAD. DURING THE LANDING THE RIGHT WING OF THE ACFT STRUCKA STREET SIGN & POWER POLE. THE PLT STATED TO THE
AUTHORITIES THAT THE ACFT HAD EXPERIENCED FUEL EXHAUSTION
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Brief of Accident (Continued)

File No. - 330   5/18/85   DURAND,IL   A/C Reg. No. N50125   Time (Lcl) - 2100 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
7. OBJECT - TREE(S)
8. WING - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

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Brief of Accident

File No. - 276 1/16/85 LAFAYETTE, IN A/C Reg. No N4098S Time (Lcl) - 2335 EST

----Basic Information----

Type Operating Certificate-AIR CARRIER - ALL CARGO
Name of Carrier -EAGLE AVIATION INC.
Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BEECHCRAFT BE-58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 170/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SOUTH BEND, IN
Destination
INDIANAPOLIS, IN

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
ON AIRPORT

Airport Data
PURDUE UNIVERSITY
Runway Ident - 10
Runway Lth/Wid - 6600/ 150
Runway Surface - ASPHALT
Runway Status - ICE COVERED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 18453
Make/Model- 315
Instrument- 160
Multi-Eng - 370

Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT DIVERTED DUE TO ICING/UNFAVORABLE WX AT DEST. PLT STATED THE WINDSHIELD ICED OVER DURING THE APCH AT PURDUE UNIVERSITY ARPT (THE ALTERNATE) AND HE FLARED HIGH RESULTING IN A HARD LANDING.

Brief of Accident (Continued)

File No. - 276   1/16/85   LAFAYETTE,IN   A/C Reg. No. N40S8S   Time (Lcl) - 2335 EST

Occurrence   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - ICING CONDITIONS
3. VISUAL LOOKOUT - REDUCED -
4. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                          National Transportation Safety Board
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                                  Brief of Accident

    File No. - 223      1/22/85    LAKE VILLAGE,IN            A/C Reg. No. N12SG           Time (Lcl) - 1130 CST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL              Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire              Crew      0         0         1        0
    Flight Conducted Under     -14 CFR 91                      NONE             Pass      0         0         0        0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SAABYE CASSUTT SPORT RACER    Eng Make/Model - LYCOMING O-320         ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - UNK/NR
    Max Gross Wt   -     730                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                       Rated Power    -     160 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                               Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING         Last Departure Point                    ON AIRPORT
      Method        - N/A                             GRIFFITH,IN
      Completeness  - N/A                           Destination                           Airport Data
    Basic Weather   - VMC                             SAME AS ACC/INC                       LAKE VILLAGE
      Wind Dir/Speed- 280/015 KTS                                                           Runway Ident     - UNK/NR
      Visibility    -    15.0   SM                ATC/Airspace                              Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     3500 FT SCATTERED    Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                  Type of Clearance   - NONE              Runway Status    - SNOW - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     56          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL,CFI                           Current       - YES       Total       -   7233        Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                          Months Since  -  3        Make/Model-        7        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      331        Last 90 Days-     41
                                                                          Multi-Eng -       64

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER AFTER COLLIDING WITH A SNOW BANK DURING LANDING. A SNOW COVERED DRIVEWAY, WHICH PARALLELS THE
RWY WAS USED FOR LANDING. THE DRIVEWAY MEASURES 2600'X 25' AND THE LANDING WAS MADE TO THE NORTH. THE ACFT WAS BLOWN
TO THE RIGHT DURING THE LANDING ROLL AND THE RIGHT MAIN LANDING GEAR CONTACTED A SNOW BANK.

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Brief of Accident (Continued)

File No. - 223   1/22/85   LAKE VILLAGE,IN   A/C Reg. No. N12SG   Time (Lcl) - 1130 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SNOWBANK

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
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Brief of Accident

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    File No. -  224       1/24/85    INDIANAPOLIS,IN          A/C Reg. No. N8555R          Time (Lcl) - 0200 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                        Injuries
      Name of Carrier           -MID AMERICA AIRWAYS,INC.     SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire                 Crew     0        0        0       1
      Flight Conducted Under    -14 CFR 135                   NONE                Pass     0        0        0       0
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BEECHCRAFT BE-58          Eng Make/Model - CONTINENTAL IO-520-C     ELT Installed/Activated - YES-UNK/NR
      Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
      Max Gross Wt  -    5400                   Engine Type     - RECIP-FUEL INJECTED
      No. of Seats  -       2                   Rated Power     -     285 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                    Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                       ON AIRPORT
        Method          - N/A                      CHICAGO,IL
        Completeness    - N/A                  Destination                                Airport Data
      Basic Weather     - VMC                      SAME AS ACC/INC                          INDIANAPOLIS INT'L
        Wind Dir/Speed- 230/009 KTS                                                         Runway Ident      - 22
        Visibility    -    15.0   SM           ATC/Airspace                                 Runway Lth/Wid    - 10000/  150
        Lowest Sky/Clouds  -     3700 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - CONCRETE
        Lowest Ceiling        - 11000 FT BROKEN     Type of Clearance   - VFR               Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
        Precipitation         - NONE                                      FULL STOP
        Condition of Light    - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                        Current         - YES       Total      -    3198       Last 24 Hrs  -      4
         SE LAND,ME LAND                       Months Since  -  2          Make/Model-     583       Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-     494       Last 90 Days-     399
                                                                           Multi-Eng  -   1134

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
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PLT STATED THE LANDING GEAR WAS LOWERED ON FINAL APCH AT AN AIRSPEED OF 148 KTS AND A GEAR DOWN & LOCKED INDICATION WAS RECEIVED. PLT CONTINUED TO STATE THE ACFT SETTLED CLOSER TO THE RWY THEN USUAL DURING THE LANDING FLARE AND WHEN THE ACFT WAS NEARING A COMPLETE STOP, A GEAR UNSAFE WARNING LIGHT ILLUMINATED. THE ACFT CONTACTED THE RWY WITH THE LANDING GEAR IN THE RETRACTED POSITION. (GEAR DOORS WERE NOT DAMAGED.) POST ACCIDENT EXAMINATION FAILED TO DISCLOSE ANY DISCREPANCIES IN THE LANDING GEAR SYSTEM AND THE GEAR OPERATED NORMALLY DURING EXTENSION/RETRACTION TESTS.

File No. - 224   1/24/85   INDIANAPOLIS,IN   A/C Reg. No. N8555R   Time (Lcl) - 0200 EST

Occurrence   OTHER GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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Brief of Accident

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     File No. - 314       2/18/85    HUNTINGBURG,IN            A/C Reg. No. N511R              Time (Lcl) - 1000 EST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                 Fire                 Crew    0          0          0         2
      Flight Conducted Under     -14 CFR 91                      NONE                Pass    0          0          0         0
      Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BRANTLY B-2                  Eng Make/Model - LYCOMING VO-360-A1A      ELT Installed/Activated - NO -N/A
      Landing Gear   - SKID                         Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power    -     195 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                    Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                         ON AIRSTRIP
        Method         - N/A                          SAME AS ACC/INC
        Completeness   - N/A                        Destination                              Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC                            HUNTINGBURG MUNI
        Wind Dir/Speed- 060/004 KTS                                                              Runway Ident     - 27
        Visibility     -    10.0   SM             ATC/Airspace                                   Runway Lth/Wid   -  4500/   75
        Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
        Lowest Ceiling         -  3300 FT OVERCAST  Type of Clearance   - NONE                   Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                     FULL STOP
        Condition of Light     - DAYLIGHT                                 FORCED LANDING
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                        Age -      61           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL,ATP,CFI                     Current          - YES      Total       -  20003         Last 24 Hrs -      45
          SE LAND,ME LAND,SE SEA,ME SEA          Months Since     - 18       Make/Model-      250         Last 30 Days- UNK/NR
          HELICOPTER                             Aircraft Type - UNK/NR      Instrument-     3550         Last 90 Days-     176
                                                                             Multi-Eng -    12500         Rotorcraft   -   1500

          Instrument Rating(s)  - AIRPLANE,HELICOPTER
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT EXPERIENCED A PARTIAL POWER LOSS AND MADE A HARD AUTOROTATIVE LNDG DURING A TRAINING FLT. INVESTIGATION
OF THE ENG REVEALED MISTIMING OF THE LEFT MAG. THE ENG DURING TESTS ALSO RAN HOT UNTIL THE ADDITION OF A COOLING
SHROUD. THE OTHER SIGNIFICANT FINDING IN THE ENG WAS THE OUT OF PROPER CLEARENCE SETTING OF THE #1 INTAKE VALUE.
THE CYLINDERS HAD LESS THAN 2 HRS RUNNING TIME SINCE INSTALLATION SO THEY WERE NOT YET"SEATED IN". THE PISTON PINS
AND CAPS WERE WORN AND APPARENTLY NOT REPLACED DURING THE NEW CYLINDER INSTALATION.
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Brief of Accident (Continued)

File No. - 314 2/18/85 HUNTINGBURG,IN A/C Reg. No. N511R Time (Lcl) - 1000 EST

Occurrence #1
Phase of Operation HOVER

Finding(s)

1. EXHAUST SYSTEM,MANIFOLD - FAILURE,PARTIAL
2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. AUTOROTATION - MISJUDGED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 HARD LANDING
Phase of Operation HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 389 2/26/85 FRANKTON, IN A/C Reg. No. N5394M Time (Lcl) - 1649 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANDERSON, IN
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 21
Make/Model- 21
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

DURING A SETUP FOR A PRACTICE STALL THE SOLO STUDENT PILOT RETARDED THE THROTTLE, RAISED THE NOSE SLIGHTLY AND APPLIED CARB HEAT. HE BELIEVED HE WAS LOSING AIRSPEED TOO QUICKLY SO HE THEN REAPPLIED FULL POWER. AT THIS POINT THE ENGINE RPMS DROPPED TO 5 OR 500. WHILE SETTING UP FOR A FORCED LANDING THE PILOT PUMPED THE THROTTLE,. CHANGED THE MIXTURE, CHECKED THE FUEL SELECTOR, AND REMOVED THE CARB HEAT BUT THE ENGINE WOULD NOT RECOVER. THE AIRCRAFT NOSED OVER ONTO ITS BACK DURING THE FORCED LANDING. THE POST-ACCIDENT INVESTIGATION REVEALED THAT THE ENGINE OPERATED NORMALLY, ALONG WITH THE MAGNETOS AND THE CARBURETOR HEAT.

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                                        Brief of Accident (Continued)

      File No. -  389       2/26/85    FRANKTON,IN                A/C Reg. No. N5394M          Time (Lcl) - 1649 EST
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Occurrence #1          LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation     MANEUVERING

Finding(s)
  1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2.    CARBURETOR HEAT - INITIATED - PILOT IN COMMAND
  3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
  4.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
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Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL

Finding(s)
  5. TERRAIN CONDITION - SOFT
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 211   3/03/85   ANGOLA, IN   A/C Reg. No. N6173U   Time (Lcl) - 2230 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	2

----Aircraft Information----

Make/Model - CESSNA U206G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 090/016 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
MARSHALL, MI
Destination
KOKOMO, IN

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TRI-STATE STUBEN COUNTY
Runway Ident - 05
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1236
Make/Model- 14
Instrument- 96
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT OF THE ACFT BEGAN TO HAVE DIFFICULTY HOLDING ALT SHORTLY AFTER LEVEL-OFF AT 6000 FT MSL. HE STATED THAT IT SOUNDED LIKE THE ENG WAS FLOODING. HE BEGAN A FORCED DESCENT TO THE NEAREST SUITABLE AIRFIELD AND CROSSED OVER THE NDB FOR THAT FIELD AT 3000 FT MSL. DURING A TURN BACK TO THE RWY, THE WINGS AND WINDSCREEN BEGAN TO ICE UP. AT THIS POINT HE BEGAN TO LOSE ALT MORE RAPIDLY. AT ABOUT 20 FT ABOVE THE GROUND, AT 65 KIAS, THE LEFT WING DROPPED AND THE ACFT SETTLED TO THE GROUND SHORT OF THE RWY. THE PLT STATED THAT THE HEAVY SNOW HE HAD BEEN FLYING THROUGH MAY HAVE BLOCKED THE ENG INTAKE AIR FILTER, CAUSING THE ENG PWR LOSS.

Brief of Accident (Continued)

File No. - 211 3/03/85 ANGOLA,IN A/C Reg. No. N6173U Time (Lcl) - 2230 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - SNOW
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. INDUCTION AIR CONTROL - BLOCKED(PARTIAL)
4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. WEATHER CONDITION - ICING CONDITIONS
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 297 3/25/85 ZIONSVILLE,IN A/C Reg. No. N7629K Time (Lcl) - 1830 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
	Injuries			
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-20-125
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
INDIANAPOLIS,IN
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
INDIANAPOLIS TERRY
Runway Ident - 18
Runway Lth/Wid - 5160/ 75
Runway Surface - ASPHALT
Runway Status - DRY

BEST COPY AVAILABLE

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 411
Make/Model - 8
Instrument - 63
Multi-Eng - 14
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT SHE FLARED SLIGHTLY HIGH UPON LANDING, CAUSING THE ACFT TO BOUNCE. ONCE THE ACFT WAS ON THE GROUND AGAIN IT BEGAN TO DRIFT TO THE LEFT SIDE OF THE RWY. TO CORRECT FOR THIS DRIFT, THE PLT APPLIED RIGHT RUDDER, HOWEVER, SHE OVERCORRECTED CAUSING A GROUND LOOP TO THE RIGHT. STRUCTURAL DAMAGE TO THE ACFT SUSTAINED DURING THE GROUND LOOP INCLUDED A BENT FRONT AND REAR SPAR ON THE LEFT WING AND A BOWED RIGHT RAER LONGERON.

File No. - 297 3/25/85 ZIONSVILLE,IN A/C Reg. No. N7629K Time (Lcl) - 1830 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -  350       3/29/85    RICHMOND,IN              A/C Reg. No. N48241          Time (Lcl) - 1140 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor   None
     Type of Operation          -INSTRUCTIONAL                  Fire                 Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0       0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 152                     Eng Make/Model - LYCOMING O-235 SERIES    ELT Installed/Activated - YES-UNK/NR
     Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    1760                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      2                         Rated Power    -     110 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
       Method          - N/A                          SAME AS ACC/INC
       Completeness    - N/A                      Destination                             Airport Data
     Basic Weather     - VMC                          LOCAL                                  RICHMOND
       Wind Dir/Speed- 030/004 KTS                                                           Runway Ident      - 32
       Visibility      -     7.0   SM             ATC/Airspace                               Runway Lth/Wid    -  5011/  150
       Lowest Sky/Clouds  -      7500 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - ASPHALT
       Lowest Ceiling         -  2000 FT OVERCAST   Type of Clearance   - NONE               Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAWN
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age - UNK/NR                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                      Flight Time (Hours)
        STUDENT                                     Current        - N/A         Total      -     36         Last 24 Hrs - UNK/NR
                                                    Months Since   - N/A         Make/Model-      36         Last 30 Days- UNK/NR
                                                    Aircraft Type  - N/A         Instrument-       0         Last 90 Days-      20


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A SOLO TRAINING FLT THE STUDENT PLT ALLOWED THE ACFT TO BOUNCE DURING TOUCHDOWN. THE ACFT THEN BECAME
AIRBORNE & STALLED WHILE SEVERAL FEET ABOVE THE RWY. DURING THE ENSUING HARD LANDING THE NOSE GEAR STRUT
COLLAPSED & THE ACFT VEERED TO THE LEFT SIDE OF THE RWY. IT NOSED OVER BEFORE COMING TO A STOP.
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File No. - 350 3/29/85 RICHMOND,IN A/C Reg. No. N48241 Time (Lcl) - 1140 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
3. STALL - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  358       4/28/85    INDIANAPOLIS,IN            A/C Reg. No. N260JH            Time (Lcl) - 1755 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                   SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                        Fire                 Crew      0        0        0       1
     Flight Conducted Under     -14 CFR 91                         NONE               Pass      0        0        0       0
     Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PITTS AEROBATICS PITTS S2B      Eng Make/Model - LYCOMING IO-540       ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                      Stall Warning System - NO
     Max Gross Wt   -    1625                         Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       2                         Rated Power    -     260 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                      Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                   ON AIRSTRIP
       Method         - N/A                              SAME AS ACC/INC
       Completeness   - N/A                          Destination                            Airport Data
     Basic Weather    - VMC                              SAME AS ACC/INC                      INDIANAPOLIS TERRY
       Wind Dir/Speed- 360/009 KTS                                                            Runway Ident     - 36
       Visibility     -    10.0   SM                 ATC/Airspace                             Runway Lth/Wid   -  5200/   75
       Lowest Sky/Clouds  -     4500 FT SCATTERED      Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                   Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      33                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                   Current        - YES          Total       -   2385        Last 24 Hrs -       3
         SE LAND,ME LAND                           Months Since   - 22           Make/Model-      195        Last 30 Days- UNK/NR
                                                   Aircraft Type  - S-2B         Instrument-       20        Last 90 Days-      25
                                                                                 Multi-Eng  -     675

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT PERFORMED 4 AILERON ROLLS DURING WHICH SOME ALT WAS LOST WITH EACH ROLL. DURING THE FINAL ROLL A WING MADE
GROUND CONTACT AND FOLDED AS THE ACFT SLID TO A STOP.
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File No. - 358 4/28/85 INDIANAPOLIS,IN A/C Reg. No. N260JH Time (Lcl) - 1755 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. BUZZING - PERFORMED - PILOT IN COMMAND
5. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 332 5/18/85 MICHIGAN CITY,IN A/C Reg. No. N44345 Time (Lcl) - 1900 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER TAKEOFF THE ACFT EXPERIENCED A TOTAL LOSS OF POWER & MADE AN EMERG LANDING INTO A CORN FIELD. INVESTIGATION DISCLOSED THAT THERE WAS NO GAS IN THE CARBURETOR. THE PLT STATED THAT THERE WAS ABOUT 10 GALS IN THE ACFT PRIOR TO TAKEOFF. NO FUEL WAS FOUND AT THE ACCIDENT, HOWEVER THE FUEL TANK HAD BEEN RUPTURED. WHEN THE FUEL TANK CAP VENT WAS INSPECTED IT WAS FOUND TO BE CLOGGED WITH MUD. THE CAP FITTED LOOSELY & IT COULD NOT BE DETERMINED HOW MUCH VENTING COULD HAVE TAKEN PLACE AROUND THE FUEL CAP GASKET.

Brief of Accident (Continued)

File No. - 332   5/18/85   MICHIGAN CITY,IN   A/C Reg. No. N44345   Time (Lcl) - 1900 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. FUEL SYSTEM - STARVATION
2. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 330   5/21/85   VALPARAISO,IN   A/C Reg. No. N8521N   Time (Lcl) - 1930 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAFAYETTE,IN
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
PORTER COUNTY
Runway Ident - 09
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 34
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 674
Make/Model- 342
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 302

Instrument Rating(s) - NONE

----Narrative----

ACFT CONTACTED A DITCH FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING LANDING ROLL. PLT REPORTED, "MORE EXPERIENCE IN HANDLING CROSSWINDS" COULD HAVE PREVENTED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 330 5/21/85 VALPARAISO,IN A/C Reg. No. N8521N Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. DISPATCH PROCEDURES - POOR - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 311 1/09/85 KANSAS CITY,KS A/C Reg. No. N357Q Time (Lcl) - 0701 CST

----Basic Information----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC
Name of Carrier -TPI INTERNATIONAL AIRWAYS
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 121
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	3	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - LOCKHEED 188A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 118000
No. of Seats - UNK/NR

Eng Make/Model - ALLISON D-501-D13
Number Engines - 4
Engine Type - TURBOPROP
Rated Power - 3750 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary
Last Departure Point
DETROIT,MI
Destination
KANSAS CITY,MO

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
KANSAS CITY DOWNTOWN
Runway Ident - 36
Runway Lth/Wid - 7001/ 150
Runway Surface - CONCRETE
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND,SE SEA

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 14500
Make/Model- 5000
Instrument- 1450
Multi-Eng - 12000
Last 24 Hrs - 5
Last 30 Days- 64
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING ARRIVAL TO THE KANSAS CITY DOWNTOWN ARPT, THE FLT WAS VECTORED FOR A VOR RWY 3 APCH, THEN WAS CLEARED FOR THE APCH & TO CIRCLE & LAND ON RWY 36. ON FINAL APCH, THE ACFT WAS HI & WAS NOT IN A POSITION TO LAND, SO THE FLT WAS CLEARED TO CIRCLE LEFT FOR ANOTHER APCH TO LAND. THE AIRCREW ACKNOWLEDGED & BEGAN CIRCLING LEFT WHICH TOOK THEM IN THE VICINITY OF THE FAIRFAX ARPT. A SHORT TIME LATER, THE ATC CONTROLLER CAUTIONED THAT THE FLT MIGHT BE LINING UP FOR THE FAIRFAX ARPT. SUBSEQUENTLY, THE CREW INITIATED A MISSED APCH & WERE INSTRUCTED TO TURN TO 360 DEG & CLIMB TO 3000 FT. THE ACFT BEGAN A STEEP CLIMB TO 3100 FT, STALLED & ENTERED A STEEP DESCENT. BEFORE THE DESCENT WAS ARRESTED, THE ACFT IMPACTED IN A PUBLIC WATER TREATMENT PLANT. CVR RECORDINGS INDICATED THAT THE 1ST OFFICER WAS FLYING THE ACFT DURING THE EN ROUTE DESCENT, VOR APCH & CIRCLING APCH, THEN THE CAPTAIN TOOK CONTROL DURING THE MISSED APCH. AN EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF AN AIRFRAME OR POWERPLANT PROBLEM. ALSO, THERE WAS NO EVIDENCE THAT THE CARGO HAD SHIFTED.

Brief of Accident (Continued)

File No. - 311 1/09/85 KANSAS CITY,KS A/C Reg. No. N357Q Time (Lcl) - 0701 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DAWN
4. IFR PROCEDURE - IMPROPER - COPILOT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. MANEUVER - PERFORMED - COPILOT
7. BECAME LOST/DISORIENTED - INADVERTENT - COPILOT
8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. MISSED APPROACH - INITIATED -
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. STALL - INADVERTENT - PILOT IN COMMAND
12. REMEDIAL ACTION - DELAYED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

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                        National Transportation Safety Board
                             Washington, D.C. 20594

                                Brief of Accident

   File No. - 249       4/08/85    HERINGTON,KS            A/C Reg. No. N757QK          Time (Lcl) - 1600 CST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire               Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        0       1
    Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235-L2C          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    1670                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -    110 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRSTRIP
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                        SALINA,KS
      Wind Dir/Speed- CALM                                                               Runway Ident    - 35
      Visibility    -     15.0   SM           ATC/Airspace                               Runway Lth/Wid  -  1900/   20
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE               Runway Surface  - GRASS/TURF
      Lowest Ceiling     - NONE                 Type of Clearance   - NONE               Runway Status   - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
      Precipitation      - NONE
      Condition of Light - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -    30             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                              Current       - YES         Total       -    175        Last 24 Hrs -       1
       SE LAND                              Months Since  - 20          Make/Model-      52        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR      Instrument-       0        Last 90 Days-      25


       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT TOOKOFF FROM A 1900 FT LONG, SOD, FARM STRIP. PLT SAID ACFT BECAME AIRBORNE AT MID-FIELD BUT FELT MUSHY AND
WOULD NOT CLIMB. ACFT COLLIDED WITH FENCE AND BUSH AT END OF STRIP AND SUSTAINED SUBSTANTIAL DAMAGE. ACFT REMAINED
AIRBORNE AND CONTINUED TO DESTINATION.

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File No. - 249   4/08/85   HERINGTON,KS   A/C Reg. No. N7570K   Time (Lcl) - 1600 CST

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - FENCE
2. OBJECT - TREE(S)
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 247        4/28/85     KINGMAN,KS                  A/C Reg. No. N79011            Time (Lcl) - 1300 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             DESTROYED                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                Crew     0         0         1         0
    Flight Conducted Under     -14 CFR 91                     NONE               Pass     0         0         0         0
    Accident Occurred During   -APPROACH
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172K                   Eng Make/Model - LYCOMING O-320           ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2150                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          LOCAL                                  MUNICIPAL
       Wind Dir/Speed- CALM                                                                 Runway Ident      - 18
       Visibility     -     6.0   SM              ATC/Airspace                              Runway Lth/Wid    -  3960/   50
       Lowest Sky/Clouds  -                         Type of Flight Plan - NONE              Runway Surface    - ASPHALT
       Lowest Ceiling         -    900 FT OVERCAST  Type of Clearance   - NONE              Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                      GO AROUND
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     25           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                              Current        - YES      Total      -     93         Last 24 Hrs -      3
         SE LAND                              Months Since   - UNK/NR   Make/Model -     39         Last 30 Days-      0
                                              Aircraft Type  - UNK/NR   Instrument-       0         Last 90 Days-     69

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A LANDING ATTEMPT, THE ACFT WAS HIGH AND FAST AND SUBSEQUENTLY TOUCHED DOWN LONG. THE PLT ATTEMPTED A GO AROUND
WITH 40 DEGREES OF FLAPS. THE ACFT STALLED AND CONTACTED THE TERRAIN ONE FOURTH MILE PAST THE END OF THE RWY, RIGHT
WING FIRST.
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File No. - 247 4/28/85 KINGMAN,KS A/C Reg. No. N79011 Time (Lcl) - 1300 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 214       5/19/85    HARPER,KS              A/C Reg. No. N8788A           Time (Lcl) - 2040 CDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                      Fire                 Crew    0         0          1         0
   Flight Conducted Under     -14 CFR 91                      ON GROUND           Pass    0         0          3         0
   Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BEECH B35                Eng Make/Model - CONTINENTAL E185-11      ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -   2650                   Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -      4                   Rated Power    -    205 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                       SAME AS ACC/INC
      Completeness  - N/A                     Destination                              Airport Data
    Basic Weather   - VMC                       LOCAL                                    HARPER MUNI
      Wind Dir/Speed- 180/005 KTS                                                        Runway Ident     - 17
      Visibility    -    15.0  SM           ATC/Airspace                                 Runway Lth/Wid   -  3200/   40
      Lowest Sky/Clouds  -   CLEAR            Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE             Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - NONE                                    ROUGH
      Precipitation        - NONE
      Condition of Light   - DUSK
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     30            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                             Current      - YES        Total      -    224        Last 24 Hrs -      0
        SE LAND                             Months Since - 12         Make/Model-      99        Last 30 Days- UNK/NR
                                            Aircraft Type - PA-28     Instrument-       0        Last 90 Days-      4


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED RT WING DROPPED WHEN ACFT WAS 4 TO 5 FT AGL AFTER LIFTOFF. WHEN PLT CORRECTED FOR LOW RIGHT WING, THE ACFT
OVER-CORRECTED TO THE LEFT. ACFT WAS THEN COMPLETELY UNCONTROLLABLE AND IT VEERED LEFT OFF THE RUNWAY HEADING AND MUSHED
TO THE GROUND. AFTER GROUND IMPACT THE ACFT COLLIDED WITH A BLDG & A FORKLIFT. ACFT IS EQUIPPED WITH A STALL WARNING
LIGHT BUT NO HORN.

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Brief of Accident (Continued)

File No. - 214 5/19/85 HARPER,KS A/C Reg. No. N8788A Time (Lcl) - 2040 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 281       6/01/85    CONCORDIA,KS              A/C Reg. No. N627WB           Time (Lcl) - 0010 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
       Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                    SUBSTANTIAL                Fatal    Serious    Minor      None
       Type of Operation          -PERSONAL                        Fire                  Crew    0         0         0          1
       Flight Conducted Under     -14 CFR 91                        NONE                 Pass    0         0         0          0
       Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
       Make/Model     - PIPER PA-28-236              Eng Make/Model - LYCOMING O-540            ELT Installed/Activated - YES/NO
       Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
       Max Gross Wt   -    2900                      Engine Type    - RECIPROCATING-CARBURETOR
       No. of Seats   -       4                      Rated Power    -      235 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                                  Itinerary                                   Airport Proximity
       Wx Briefing      - FSS                        Last Departure Point                        ON AIRPORT
         Method         - TELEPHONE                    GREAT BEND,KS
         Completeness   - PARTIAL,LMTD BY PILOT      Destination                               Airport Data
       Basic Weather    - VMC                          SAME AS ACC/INC                           BLOSSER MUNICIPAL
         Wind Dir/Speed- 140/007 KTS                                                             Runway Ident      - 35
         Visibility     -     10.0   SM            ATC/Airspace                                  Runway Lth/Wid   -  3000/   50
         Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
         Lowest Ceiling         - NONE               Type of Clearance   - NONE                  Runway Status    - DRY
         Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
         Precipitation          - NONE
         Condition of Light     - NIGHT(BRIGHT)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                           Age -     42              Medical Certificate - VALID MEDICAL-WAIVERS/LIM.
        Certificate(s)/Rating(s)                 Biennial Flight Review                    Flight Time (Hours)
           STUDENT                                  Current        - N/A       Total      -     107        Last 24 Hrs - UNK/NR
                                                    Months Since   - N/A       Make/Model-      22        Last 30 Days- UNK/NR
                                                    Aircraft Type  - N/A       Instrument-       0        Last 90 Days-      7

           Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS MAKING A NIGHT FLT. HE RECEIVED WIND INFORMATION FROM AN ARPT 48 MILES FROM THE DESTINATION BUT
USED AN INDICATION FROM LIGHTED WIND INDICATOR. PLT MADE A GO AROUND BECAUSE THE GROUND SPEED WAS FAST. DURING THE
NEXT ATTEMPT, HE LANDED, RAN OFF THE END OF THE RWY AND CONTACTED A SMALL DIRT BANK.

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File No. - 281 6/01/85 CONCORDIA,KS A/C Reg. No. N627WB Time (Lcl) - 00:0 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 308 6/15/85 PRATT,KS A/C Reg. No. N6723C Time (Lcl) - 1055 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 020/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
WICHITA,KS
Destination
PRATT,KS

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
PRATT MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 6000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-in-Command
Certificate(s)/Rating(s)
STUDENT

Age - 42
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	33	Last 24 Hrs -	UNK/NR
Make/Model-	33	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	17

Instrument Rating(s) - NONE

----Narrative----

STUDENT PILOT WAS ON HIS SECOND CROSS-COUNTRY FLIGHT TO THIS AIRPORT. HE STATED THAT AFTER TOUCHDOWN, HE REACHED TO RAISE THE FLAPS AND THE AIRPLANE STARTED TO DRIFT. HE OVERCORRECTED AND WENT OFF LEFT SIDE OF THE RUNWAY AND NOSED OVER WHEN HE WENT THROUGH A WASH.

Brief of Accident (Continued)

File No. - 308   6/15/85   PRATT,KS   A/C Reg. No. N6723C   Time (Lcl) - 1055 CDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

     File No. -  274       3/02/85    HAWESVILLE,KY            A/C Reg. No. N89128           Time (Lcl) - 1300 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                 Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140                   Eng Make/Model - CONTINENTAL C-85-12F     ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   1450                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                       Rated Power     -      85 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                         OFF AIRPORT/STRIP
      Method          - N/A                         LORDSBURG,NM
      Completeness    - N/A                     Destination                                 Airport Data
    Basic Weather     - VMC                         HAWESVILLE,AL
      Wind Dir/Speed- 180/015 KTS                                                             Runway Ident      - N/A
      Visibility     -     2.000 SM             ATC/Airspace                                  Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -       1500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - N/A
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE                Runway Status     - N/A
      Obstructions to Vision- HAZE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                           Age -     41              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
      STUDENT                                    Current       - N/A        Total       -      13          Last 24 Hrs -       5
                                                 Months Since  - N/A        Make/Model-        3          Last 30 Days- UNK/NR
                                                 Aircraft Type - N/A        Instrument-        3          Last 90 Days-       8
                                                                            Multi-Eng -        1

      Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ON A FLT FROM LORDSBURG, NM, TO MANSFIELD, OH, AND COULD NOT FIND HANCOCK COUNTY AIRPORT, HAWESVILLE, KY.
WHILE SEARCHING FOR THE AIRPORT THE ENGINE LOST TOTAL POWER DUE TO FUEL EXHAUSTION. THE PLT SAID THAT HE PLANNED TO
REFUEL AT HANCOCK CO. AIRPORT, BUT GOT CAUGHT ABOVE A CLOUD LAYER AND COULD NO FIND THE ARPT.
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Brief of Accident (Continued)

File No. - 274   3/02/85   HAWESVILLE,KY   A/C Reg. No. N89128   Time (Lcl) - 1300 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

     File No. - 240       4/12/85    LEXINGTON,KY              A/C Reg. No. N4408C          Time (Lcl) - 1304 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation          -BUSINESS                      Fire                  Crew      0        0          0        1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0          0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 195             Eng Make/Model - JACOBS R755A2             ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED    Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3150                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       5                Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
       Method         - N/A                       CHARLESTON,WV
       Completeness   - N/A                    Destination                             Airport Data
     Basic Weather    - VMC                       SAME AS ACC/INC                         BLUE GRASS
       Wind Dir/Speed- 190/006 KTS                                                        Runway Ident     - 22
       Visibility     -     7.0   SM          ATC/Airspace                                Runway Lth/Wid   -  7003/  150
       Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling         - 25000 FT BROKEN    Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      63            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current          - YES      Total       -    1500       Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                      Months Since   -  2         Make/Model-    1500       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LDG ROLL-OUT THE PLT APPLIED BRAKE PRESS IN ORDER TO TURN ONTO THE TAXIWAY & THE RT BRAKE GRABBED CAUSING
THE ACFT TO GROUND LOOP. THE LEFT LANDING GEAR SPRING STRUT SEPARATED FROM THE FUSELAGE ATTACHMENT POINT.

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File No. - 240   4/12/85   LEXINGTON,KY   A/C Reg. No. N4408C   Time (Lcl) - 1304 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  269        1/12/85    NEW BEDFORD,MA            A/C Reg. No. N17824             Time (Lcl) - 1230 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                 Fire                   Crew     0        0        0        2
    Flight Conducted Under     -14 CFR 91                      ON GROUND             Pass     0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BEECH B58                 Eng Make/Model - CONTINENTAL IO-520-C      ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt    -    5400                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -       6                   Rated Power    -      285 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method         - N/A                        FALL RIVER,MA
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                        NEW BEDFORD,MA                          BEDFORD
      Wind Dir/Speed- 034/015 KTS                                                         Runway Ident     - 32
      Visibility     -     15.0   SM          ATC/Airspace                                Runway Lth/Wid   -  5000/  150
      Lowest Sky/Clouds  -     SCATTERED        Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      61          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                    Flight Time (Hours)
       ATP,CFI                            Current       - YES       Total       -  10950       Last 24 Hrs -       12
       SE LAND,ME LAND,SE SEA             Months Since  - UNK/NR    Make/Model-     200       Last 30 Days- UNK/NR
       HELICOPTER                         Aircraft Type - UNK/NR    Instrument-     725       Last 90 Days-      102
                                                                     Multi-Eng -    2300       Rotorcraft  -      140

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT EXPERIENCED A GEAR COLLAPSE DURING LANDING. DURING THE FIRST LANDING AND TAKEOFF THE PLT NOTICED THE LEFT
MAIN GEAR BEGAN TO COLLAPSE. THE TAKEOFF WAS CONTINUED AND TWO PASSES WERE PERFORMED IN FRONT OF THE ATC TWR. TWR
PERSONNEL ADVISED THAT THE GEAR APPEARED DOWN AND IN POSITION. THE PLT SHUT DOWN THE LEFT ENGINE, FEATHERED THE PROP
AND LANDED. DURING THE LANDING ROLL, THE LEFT MAIN GEAR COLLAPSED AND THE ACFT VEERED LEFT COLLIDING WITH A SNOW BANK
AND RWY LIGHTS.
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Brief of Accident (Continued)

File No. - 269 1/12/85 NEW BEDFORD MA A/C Reg. No. N17824 Time (Lcl) - 1230 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)
1. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,PARTIAL
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOWBANK
5. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 267      1/30/85    SILVER LAKE,ME          A/C Reg. No. N1907B          Time (Lcl) - 1600 EST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                   Crew     0        1        0       0
    Flight Conducted Under    -14 CFR 91                     NONE                  Pass     0        1        0       0
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LUSCOMBE 8A                 Eng Make/Model - CONTINENTAL A-65-8       ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1260                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -      65 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                       SAME AS ACC/INC
      Completeness    - N/A                    Destination                             Airport Data
    Basic Weather     - VMC                       LOCAL
      Wind Dir/Speed- CALM                                                               Runway Ident     - N/A
      Visibility      -    25.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling         - NONE              Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     34             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                               Current        - YES     Total       -     215      Last 24 Hrs -       0
        SE LAND                               Months Since   - 18      Make/Model-       50      Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR  Instrument-        7      Last 90 Days-      13

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT STALLED AND CONTACTED THE GROUND WHILE MANEUVERING DURING THE INITIAL TAKEOFF CLIMB. THE PLT REPORTED THAT
THE ACFT BECAME AIRBORNE FOLLOWING A SHORT TAKEOFF GROUND RUN AND UPON REACHING TREE TOP LEVEL. THE PLT REPORTED, "WE
JUST MUSHED ALONG." THE PLT DETERMINED THE ACFT WOULD NOT CLEAR TREES ALONG THE FLT PATH AND HE INITIATED TWO RIGHT
TURNS TOWARD AN AREA OF LOWER OBSTRUCTIONS. THE ACFT STALLED DURING THE SECOND TURN AND IMPACTED THE GROUND JUST PRIOR
TO A FULL RECOVERY.

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Brief of Accident (Continued)

File No. - 267 1/30/85 SILVER LAKE,ME A/C Reg. No. N1907B Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - INADEQUATE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - NOT IDENTIFIED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - GROUND
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,7

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 374       1/13/85    TROY,MI                   A/C Reg. No. N8444D          Time (Lcl) - 1120 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                    Injuries
                                                            SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation         -PERSONAL                    Fire                  Crew    0        0        0       1
    Flight Conducted Under    -14 CFR 91                    NONE                 Pass    0        0        0       0
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-161
    Landing Gear   - TRICYCLE-FIXED        Eng Make/Model - LYCOMING O-320-D3G      ELT Installed/Activated - YES/YES
    Max Gross Wt   -   2150                Number Engines -  1                        Stall Warning System - YES
    No. of Seats   -      4                Engine Type    - RECIPROCATING-CARBURETOR
                                           Rated Power    -     160 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data
    Wx Briefing      - NO RECORD OF BRIEFING    Itinerary                           Airport Proximity
      Method         - N/A                        Last Departure Point                ON AIRPORT
      Completeness   - N/A                          TROY,MI
    Basic Weather    - VMC                        Destination                      Airport Data
      Wind Dir/Speed- 240/013 KTS                   LOCAL                            OAKLAND-TROY
      Visibility     -    10.0   SM                                                  Runway Ident    - 27
      Lowest Sky/Clouds  -      4000 FT SCATTERED  ATC/Airspace                      Runway Lth/Wid  -  3855/   50
      Lowest Ceiling        - NONE                 Type of Flight Plan - NONE        Runway Surface  - ASPHALT
      Obstructions to Vision- NONE                 Type of Clearance   - NONE        Runway Status   - DRY
      Precipitation         - NONE                 Type Apch/Lndg      - FORCED LANDING
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                     Age -     57          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
      STUDENT                            Current        - N/A       Total     -    802       Last 24 Hrs -      0
                                         Months Since   - N/A       Make/Model-    802       Last 30 Days- UNK/NR
                                         Aircraft Type  - N/A       Instrument-      0       Last 90 Days-     96

      Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SIGN DURING A FORCED LNDG AFTER A LOSS OF POWER THAT OCCURD DURING INITIAL CLIMB AT AN
ALT OF 400 FT AGL. THE PLT STATED THAT THE ENG BEGAN TO RUN ROUGH AND WITH THE APPLICATION OF CARB HEAT THE ENG QUIT.
A POST ACCIDENT ENG RUN-UP WAS NORMAL.
----------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 374 1/13/85 TROY,MI A/C Reg. No. N8444D Time (Lcl) - 1120 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 344       2/08/85    BAY CITY,MI                A/C Reg. No. N5484G          Time (Lcl) - 1145 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor    None
    Type of Operation          -EXECUTIVE/CORPORATE             Fire                 Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 91                        NONE                Pass     0         0         0        3
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 421C
    Landing Gear  - TRICYCLE-RETRACTABLE     Eng Make/Model - CONTINENTAL GTSIO-520-L   ELT Installed/Activated - YES/NO
    Max Gross Wt  -   7450                   Number Engines -  2                           Stall Warning System - YES
    No. of Seats  -      8                   Engine Type    - RECIP-FUEL INJECTED
                                             Rated Power    -     375 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                   ON AIRSTRIP
      Method         - TELEPHONE                    MT. PLEASANT,MI
      Completeness   - FULL                       Destination                          Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                      JAMES CLEMENTS
      Wind Dir/Speed- 290/018 KTS                                                        Runway Ident     - 18
      Visibility    -     12.0   SM              ATC/Airspace                            Runway Lth/Wid   -  3200/   70
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling      - NONE                   Type of Clearance   - NONE            Runway Status    - ICE COVERED
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN                      SNOW - DRY
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     34           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current         - YES     Total     -    1771        Last 24 Hrs -        2
        SE LAND,ME LAND                       Months Since    -  1      Make/Model-     586        Last 30 Days- UNK/NR
                                              Aircraft Type - PA31T     Instrument-     627        Last 90 Days-       28
                                                                        Multi-Eng -    1308

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLODED WITH A SNOWBANK DURING LNDG. THE PLT & PASSG STATED THAT A LNDG GEAR CUGHT IN SNOW PILED AT AN
INTERSECTION FROM PLOWING. THE INDUCED DRAG VEERED THE ACFT OFF THE RWY TO THE LEFT.
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File No. - 344 2/08/85 BAY CITY,MI A/C Reg. No. N5484G Time (Lcl) - 1145 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 348   2/16/85   PONTIAC,MI   A/C Reg. No. N6312R   Time (Lcl) - 1526 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360FIAG
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/011 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MEDINA,OH
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
PONTIAC
Runway Ident - 27
Runway Lth/Wid - 3250/ 75
Runway Surface - CONCRETE
Runway Status - ICE COVERED
SNOW - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 442
Make/Model - 308
Instrument - 11
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

THE ACFT SLID INTO A SNOWBANK AT THE END OF A LNDG ROLL ON AN ICY RWY WITH A X-WIND. THE PLT SAID THAT HE DID NOT USE BRAKES BECAUSE OF THE ICY CONDITION OF THE RWY. THE X-WIND WEATHERVANED THE ACFT TO THE LEFT AND INTO THE SNOW ALONGSIDE THE RWY.

Brief of Accident (Continued)

File No. - 348   2/16/85   PONTIAC,MI   A/C Reg. No. N6312R   Time (Lcl) - 1526 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
9. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 341 2/19/85 HASTINGS,MI A/C Reg. No. N5272M Time (Lcl) - 1600 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - MASSELINK XTC
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - KFM EB-107
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 25 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vis.on- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan -
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HASTING
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15
Make/Model- 0
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - NONE

----Narrative----

THE ACFT LOST POWER SHORTLY AFTER TAKEOFF ON ITS MAIDEN FLT AT 600 FT AGL. THE PLT TURNED FOR HOME BUT WAS FORCED TO LAND IN TREES SHORT OF THE ARPT. INSPECTION OF THE HOME-BUILT ACFT, BUILT BY THE PLT, REVEALED THAT THE CHOKE CABLE HAD SLIPPED OUT OF POSITION WHICH CAUSED AN EXCESSIVELY RICH MIXTURE IN THE CARB THAT RESTRICTED AIRFLOW AND COMBUSTION.

Brief of Accident (Continued)

File No. - 341 2/19/85 HASTINGS,MI A/C Reg. No. N5272M Time (Lcl) - 1600 CST

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - IMPROPER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. MIXTURE CONTROL,CABLE - INCORRECT
5. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
6. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6,7

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 340       2/20/85    PONTIAC,MI                 A/C Reg. No. N6450K          Time (Lcl) - 1530 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                  SUBSTANTIAL                     Injuries
    Type of Operation          -INSTRUCTIONAL                                          Fatal   Serious   Minor    None
    Flight Conducted Under     -14 CFR 91                       Fire            Crew     0        0        0        1
    Accident Occurred During   -LANDING                          NONE           Pass     0        0        0        0
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172
    Landing Gear   - TRICYCLE-FIXED            Eng Make/Model - LYCOMING O-320-D2J     ELT Installed/Activated - YES/YES
    Max Gross Wt   -    2150                   Number Engines -  1                       Stall Warning System - YES
    No. of Seats   -      4                    Engine Type    - RECIPROCATING-CARBURETOR
                                               Rated Power    -     160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data
     Wx Briefing      - NO RECORD OF BRIEFING    Itinerary                              Airport Proximity
       Method         - N/A                        Last Departure Point                   ON AIRPORT
       Completeness   - N/A                          SAME AS ACC/INC
     Basic Weather    - VMC                       Destination                           Airport Data
       Wind Dir/Speed- 180/010 KTS                   SAME AS ACC/INC                      OAKLAND-PONTIAC
       Visibility     -     5.0   SM                                                      Runway Ident     - 27
       Lowest Sky/Clouds  -     10000 FT SCATTERED  ATC/Airspace                          Runway Lth/Wid   -  3250/   75
       Lowest Ceiling         - NONE                  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
       Obstructions to Vision- NONE                   Type of Clearance   - VFR           Runway Status    - SNOW - DRY
       Precipitation          - NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Condition of Light     - DAYLIGHT                                    TOUCH AND GO
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     41                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       STUDENT                                 Current         - N/A        Total       -     27      Last 24 Hrs - UNK/NR
                                               Months Since    - N/A        Make/Model-       64      Last 30 Days- UNK/NR
                                               Aircraft Type - N/A          Instrument-        0      Last 90 Days-       20

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER AFTER A LOSS OF CONTROL DURING LANDING ROLL PORTION OF A TOUCH & GO LNDG. THE LOW FLT TIME
STUDENT PLT WAS PRACTICING ENDINGS SOLO WHEN CONTROL WAS LOST AND THE ACFT LEFT THE RWY. THE PLT REPORTED THAT
HE WAS RESETTING THE CARB HEAT & FLAPS DURING THE LNDG ROLL JIST PRIOR TO THE LOSS OF CONTROL. THE ACFT NOSED OVER
IN SNOW COVERED GRASS. THE PLT WAS LNDG IN A 10 KT X-WIND FROM THE LEFT.
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Brief of Accident (Continued)

File No. - 340 2/20/85 PONTIAC,MI A/C Reg. No. N6450K Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 351   3/21/85   BRIGHTON,MI   A/C Reg. No. N28390   Time (Lcl) - 1705 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/016 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data
BRIGHTON
Runway Ident - 04
Runway Lth/Wid - 1800/ 24
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 275
Make/Model- 36
Instrument- 8
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 0

Instrument Rating(s) - NONE

----Narrative----

WHILE ATTEMPTING TO EXECUTE A GO-AROUND WITH A 90 DEGREE CROSSWIND, VELOCITY 16 KMPH, GUSTING TO 28 KMPH, THE ACFT APPARENTLY STALLED JUST AFTER BECOMING AIRBORNE. IT IMPACTED THE GROUND ABOUT 300 FEET WEST OF THE RWY. WITNESSES STATED THAT THE ACFT APPEARED TO TAKE OFF WITH FULL FLAPS EXTENDED. THE OWNER'S MANUAL DOES NOT LIST A CROSSWIND VELOCITY BUT DOES STATE THAT 15 KMPH AT 90 DEGREES IS ACCEPTABLE WITH NORMAL PILOTING TECHNIQUES.

File No. - 351 3/21/85 BRIGHTON,MI A/C Reg. No. N2839Q Time (Lcl) - 1705 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - NOT CORRECTED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

      File No. -  331       5/19/85    OWOSSO,MI              A/C Reg. No. N3797V          Time (Lcl) - 1630 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew       0        0        0        2
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0        0        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 140A             Eng Make/Model - CONT MOTOR C90-12F       ELT Installed/Activated - YES/NO
     Landing Gear  - TAILWHEEL-ALL FIXED     Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt  -    1500                 Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      2                  Rated Power    -      90 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   ON AIRPORT
       Method         - N/A                      PONTIAC,MI
       Completeness   - N/A                   Destination                           Airport Data
     Basic Weather    - VMC                      LOCAL                                OWOSSO
       Wind Dir/Speed- 220/015 KTS                                                    Runway Ident      - 28
       Visibility     -   19.0    SM        ATC/Airspace                              Runway Lth/Wid    -  3000/   75
       Lowest Sky/Clouds  -    3500 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE         Type of Clearance    - NONE             Runway Status     - DRY
       Obstructions to Vision- NONE           Type Apch/Lndg       - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -      52          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                            Current       - YES      Total      -     110        Last 24 Hrs -       1
         SE LAND                            Months Since  -  9       Make/Model-      110        Last 30 Days- UNK/NR
                                            Aircraft Type - 140-A    Instrument-        0        Last 90 Days-      12

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT-IN-COMMAND ALLOWED THE PASSENGER IN THE RIGHT SEAT, A RATED PLT, TO LAND THE ACFT. THIS PLT LOST
DIRECTIONAL CONTROL DURING THE LANDING ROLL & THE ACFT GROUND LOOPED. DURING THE SECOND GROUND LOOP THE RIGHT
MAIN LANDING GEAR AXLE SEPARATED FROM THE GEAR STRUT.

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Brief of Accident (Continued)

File No. - 331   5/19/85   OWOSSO,MI   A/C Reg. No. N3797V   Time (Lcl) - 1630 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
6. GROUND LOOP/SWERVE - NOT CORRECTED - COPILOT
7. LANDING GEAR,AXLE - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 342       2/20/85    HIBBING,MN                A/C Reg. No. N25654          Time (Lcl) - 0827 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                      Injuries
     Name of Carrier           -KENNARD C. KAPLAN             SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire                  Crew     0         0         0        1
     Flight Conducted Under    -14 CFR 135                    NONE                 Pass     0         0         0        3
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH 58                 Eng Make/Model - CONT MOTOR IO 520-C      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    5400                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                  Rated Power    -    285 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                             Airport Proximity
     Wx Briefing      - NWS                      Last Departure Point                  ON AIRPORT
       Method         - IN PERSON                  ROCHESTER,MN
       Completeness   - UNK/NR                  Destination                          Airport Data
     Basic Weather    - UNK/NR                     SAME AS ACC/INC                     CHISHOLM
       Wind Dir/Speed- 140/012 KTS                                                     Runway Ident      - 31
       Visibility     -   75.0   SM            ATC/Airspace                            Runway Lth/Wid    -  6494/  150
       Lowest Sky/Clouds  -    UNK/NR            Type of Flight Plan  - IFR            Runway Surface    - ASPHALT
       Lowest Ceiling        -   200 FT OBSCURED Type of Clearance    - IFR            Runway Status     - ICE COVERED
       Obstructions to Vision- FOG               Type Apch/Lndg       - ILS-COMPLETE
       Precipitation         - NONE                                     STRAIGHT-IN
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     45              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                            Current        - YES         Total       -   3175        Last 24 Hrs -       1
         SE LAND,ME LAND                       Months Since   -  6          Make/Model-     110         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR      Instrument-     355         Last 90 Days-      89
                                                                            Multi-Eng -    1520

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT RAN OFF THE RT. SIDE OF THE RWY INTO A SNOWBANK AFTER A HARD LNDG. THE PLT STATED THAT HE WAS 50 FT ADH &
OFF CENTERLINE TO THE LEFT AT THE MIDDLE MARKER DURING THE INSTRUMENT APPROACH. THE PASSG AT THIS TIME SAID HE COULD
SE THE RWY OFF TO THE RT. THE PLT ATTEMPTED TO COMPLETE THE LNDG VISUALLY AND LANDED HARD ABOUT 5 DEGREES OFF RWY HDG. T
HE ACFT CONTINUED OFF THE RWY INTO A SNOWBANK.

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Brief of Accident (Continued)

File No. - 342 2/20/85 HIBBING,MN A/C Reg. No N25654 Time (Lcl) - 0827 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 357 5/05/85 TYLER,MN A/C Reg. No. N2588F Time (Lcl) - 1520 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TYLER MUNI
Runway Ident - 16
Runway Lth/Wid - 2500/ 180
Runway Surface - GRASS/TURF
Runway Status - SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 568
Make/Model- 557
Instrument- 34
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

PLT STATED HE WAS ABOUT TO ABORT THE TAKEOFF DURING THE LONG GROUND RUN WHEN THE ACFT LIFTED OFF. AT 30 TO 40 FT AGL ACFT BEGAN TO SINK. ACFT CONTACTED A FENCE POST AND TOUCHED DOWN IN A PLOWED FIELD. NOSE GEAR COLLAPSED AND ACFT NOSED OVER. PLT PREVIOUSLY ABORTED ONE TAKEOFF BECAUSE OF A LONG TAKEOFF GROUND RUN. AIRSTRIP BEING USED WAS REPORTED AS BEING SOFTER THAN NORMAL. POST ACCIDENT ENGINE TEST RUN REVEALED NO MECHANICAL FAILURES OR MALFUNCTIONS. PLT REPORTED, "THERE IS A LARGE GROVE OF TREES & BUILDINGS DIRECTLY EAST OF SOUTH PART OF RUNWAY WHICH UNDER THE RIGHT CONDITION, AN EAST WIND COULD CAUSE A DOWNDRAFT OR LOW LIFT CONDITION." LOCAL WINDS WERE FROM THEEAST DURING THE TAKEOFF.

Brief of Accident (Continued)

File No. - 357 5/05/85 TYLER,MN A/C Reg. No. N2588F Time (Lcl) - 1520 CDT

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. WEATHER CONDITION - CROSSWIND
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. LIFT-OFF - DELAYED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DISREGARDED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 359   5/18/85   GOLDEN VALLEY,MN   A/C Reg. No. N91043   Time (Lcl) - 0656 CDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 320/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MINNEAPOLIS,MN
Destination
CRYSTAL,MN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apcn/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 24
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1800	Last 24 Hrs -	5
Make/Model -	607	Last 30 Days -	UNK/NR
Instrument -	165	Last 90 Days -	300
Multi-Eng -	25		

Instrument Rating(s) - AIRPLANE

----Narrative----

SHORTLY AFTER TAKEOFF, ON THE LAST LEG ON IT'S FLIGHT, THE ENGINE OF THE AIR CARGO ACFT STARTED TO SPUTTER. THE PLT TURNED THE FUEL SELECTOR HANDLR FROM THE LEFT TANK TO ANOTHER POSITION & TURNED ON THE BOOST PUMP. THE ENGINE STOPPED RUNNING & THE PLT ELECTED TO LAND IN A PUBLIC PARK. THE LEFT WING WAS TORN OFF THE ACFT DURING THE EMERG LANDING. INVESTIGATION REVEALED THAT THE FUEL SELECTOR HAD BEEN TURNED TO THE "OFF" POSITION. A CHECK OF THE FUEL QUANTITY IN EACH TANK SHOWED LESS THAN FIVE GAL IN THE LEFT TANK & ABOUT TWELVE GAL IN THE RIGHT TANK

Brief of Accident (Continued)

File No. - 359   5/18/85   GOLDEN VALLEY,MN   A/C Reg. No. N91043   Time (Lcl) - 0656 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
7. OBJECT - TREE(S)
8. WING - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. -  239      4/26/85    TAYLOR,MO                A/C Reg. No. N8OLW          Time (Lcl) - 1730 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                 Crew     0        0         1        0
    Flight Conducted Under   -14 CFR 91                        NONE                Pass     0        0         0        0
    Accident Occurred During -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LESTER F.W. WEST VP-1          Eng Make/Model - VOLKSWAGEN O              ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   - UNK/NR                         Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      1                         Rated Power    - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                             Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                  ON AIRPORT
      Method          - N/A                           SAME AS ACC/INC
      Completeness    - N/A                        Destination                        Airport Data
    Basic Weather     - VMC                           LOCAL                               HAERR
      Wind Dir/Speed- 100/015 KTS                                                         Runway Ident     - 15
      Visibility    -     15.0   SM               ATC/Airspace                            Runway Lth/Wid   -  2900/  115
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
      Lowest Ceiling       - NONE                   Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     30          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                         Current        - YES       Total       -    2080        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                        Months Since   - UNK/NR    Make/Model - UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-     268         Last 90 Days-     123
                                                                          Multi-Eng -     523

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT USED ONLY HALF OF THE AVAILABLE 2900 FEET OF RUNWAY ON HIS FIRST FLIGHT IN THIS HOMEBUILT AIRPLANE. HE LOST
FLYING SPEED CLIMBING OVER WIRES AT THE END OF THE RUNWAY, WENT AROUND TREES AND LANDED HARD ON A HIGHWAY MEDIAN.
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Brief of Accident (Continued)

File No. - 239 4/26/85 TAYLOR,MO A/C Reg. No. N8OLW Time (Lcl) - 1730 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3,4

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 248       4/29/85    KANSAS CITY,MO           A/C Reg. No. N300KR           Time (Lcl) - 1200 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                      Fire                    Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-200             Eng Make/Model - LYCOMING IO-360-C1C       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2900                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                      Rated Power    -      200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                      ON AIRPORT
      Method         - TELEPHONE                    HIGGINSVILLE,MO
      Completeness   - FULL                       Destination                            Airport Data
    Basic Weather    - VMC                          SPRINGFIELD,MO                          RICHARDS-GEBAUR
      Wind Dir/Speed- 140/009 KTS                                                           Runway Ident     - UNK/NR
      Visibility     -     6.0    SM            ATC/Airspace                                Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         -    199 FT OVERCAST Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- HAZE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     32           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                            Current         - YES       Total       -    439        Last 24 Hrs -      2
        SE LAND,ME LAND                       Months Since    - UNK/NR    Make/Model-       14        Last 30 Days-      0
                                              Aircraft Type - UNK/NR      Instrument-      117        Last 90 Days-     44
                                                                          Multi-Eng -       23

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT INADVERTENTLY ENTERED CLOUDS ON VFR FLIGHT. PLT SIGHTED AN ARPT THROUGH BREAKS IN CLOUDS AND DECIDED TO LAND.
THE ACFT TOUCHED DOWN SHORT OF A CLOSED RWY, PARTIALLY COLLAPSING THE LEFT GEAR. IT THEN BOUNCED UP ONTO THE RWY AND
FULLY COLLAPSED THE LEFT GEAR.

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Brief of Accident (Continued)

File No. - 248 4/29/85 KANSAS CITY,MO A/C Reg. No. N300KR Time (Lcl) - 1200 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 209       1/12/85    BATESVILLE,MS              A/C Reg. No. N9904T           Time (Lcl) - 1645 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -PARACHUTING                    Fire                 Crew       0        0        0        1
     Flight Conducted Under    -14 CFR 105                      NONE                Pass       0        0        0        0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182C               Eng Make/Model - CONTINENTAL O-470       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2650                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                   Rated Power    -     230 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                               Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- 340/010 KTS                                                          Runway Ident     - N/A
       Visibility     -    15.0   SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     25000 FT THIN BKN  Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling        - NONE              Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      30          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                              Current        - YES      Total     -   1410        Last 24 Hrs -      2
         SE LAND                                 Months Since   -  5       Make/Model-    188        Last 30 Days- UNK/NR
                                                 Aircraft Type  - C-182    Instrument-     31        Last 90 Days-     35


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER DISCHARGING PARACHUTISTS AT 7500 FT MSL THE PLT CLOSED THE THROTTLE AND DESCENDED TO 1200 FT WITHOUT CLEARING
THE ENGINE. NO PWR WAS AVAILABLE WHEN THE THROTTLE WAS ADVANCED UPON REACHING 1200 FT. A FORCED LANDING WAS MADE IN
A BEAN FLD AND THE ACFT NOSED OVER AFTER CONTACTINC A RUT. ENVIRONMENT AND POWER CONDITIONS WERE CONDUCTIVE TO
CARB ICE.
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Brief of Accident (Continued)

File No. - 209 1/12/85 BATESVILLE,MS A/C Reg. No. N9904T Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 228 1/25/85 VICKSBURG,MS A/C Reg. No. N3057 Time (Lcl) - 1700 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH BE-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
VICKSBURG
Runway Ident - 10
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1654
Make/Model - 18
Instrument - 0
Multi-Eng - 1733

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING THE LANDING ATTEMPT, THE PILOT FAILED TO ENSURE THAT THE LANDING GEAR WAS EXTENDED. HE WAS PREOCCUPIED WITH TRYING TO LOCATE A RUNWAY SWEEPER REPORTED BY THE AIRPORT MANAGER. WHEN THE GEAR FAILED TO EXTEND THE PILOT CONTINUED THE APPROACH KNOWING THAT THE GEAR HAD MALFUNCTION.

Brief of Accident (Continued)

File No. - 228 1/25/85 VICKSBURG,MS A/C Reg. No. N3057 Time (Lcl) - 1700 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)
1. LANDING GEAR - INOPERATIVE
2. LANDING GEAR - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 216 2/08/85 HOLLY SPRINGS,MS A/C Reg. No. N112TC Time (Lcl) - 1515 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -PROFESSIONAL AVIATION
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-C5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
JACKSON,MS
Destination
FLINT,MI

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data
HOLLY SPRINGS MARSHAL CO
Runway Ident - 18
Runway Lth/Wid - 3299/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BE-58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	2282	Last 24 Hrs -	0
Make/Model-	330	Last 30 Days-	0
Instrument-	139	Last 90 Days-	146
Multi-Eng -	652		

Instrument Rating(s) - AIRPLANE

----Narrative----

ABOUT 40 TO 45 MIN AFTER TAKEOFF PILOT NOTED ELECTRICAL LOAD METERS AT 0. ALTERNATOR WARNING LIGHTS WERE ON. RESET WAS ATTEMPTED BUT UNSUCCESSFUL DUE TO LOW BATTERY VOLTAGE. PLT DECIDED TO MAKE A PRECAUTIONARY LDG AT HOLLY SPRINGS, MS. BUT COULD NOT LOWER THE GEAR ELECTRICALLY. PLT THEN ATTEMPTED MANUAL EXTENSION BUT WAS UNABLE TO GET THE EMERGENCY CRANK, LOCATED BEHIND THE SEAT, UNSTOWED. PLT DECIDED TO MAKE A GEAR UP LANDING IN GRASS ALONGSIDE THE PAVED RWY. POST ACCIDENT EXAM OF THE ACFT FAILED TO REVEAL ANY FAILURE IN THE LANDING GEAR EXTENSION SYSTEM WHICH WOULD HAVE PREVENTED EXTENSION OF THE GEAR OR CAUSE OF THE ELECTRICAL SYSTEM FAILURE. THE PLT DID STATE THAT A LOAD ON THE LOAD METERS WAS NOTICED DURING ENGINE START AT JACKSON.

File No. - 216   2/08/85   HOLLY SPRINGS,MS   A/C Reg. No. N112TC   Time (Lcl) - 1515 CST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM - FAILURE,TOTAL
2.   ALTERNATOR - IMPROPER USE OF - PILOT IN COMMAND
3. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
4.   CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2   OTHER GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
5. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - JAMMED
6.   GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
7.   IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
8.   IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
9.   IMPROPER USE OF PROCEDURE,INADEQUATE RECURRENT TRAINING - CHECK PILOT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 304   2/09/85   NEW ALBANY,MS   A/C Reg. No. N6088S   Time (Lcl) - 2210 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

----Aircraft Information----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO 520-BA10
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALMABLE
Visibility - 192.0 SM
Lowest Sky/Clouds - THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
MONTGOMERY,AL
Destination
OLIVE BRANCH,MS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3960
Make/Model- 14
Instrument- 181
Multi-Eng - 1125

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

----Narrative----

PIC HAD 1/2 HOUR CHECK-OUT IN A-36 BUT OVER 3900 TOTAL FLIGHT HOURS. HIS 14 HOURS IN THIS ACFT WAS CROSS COUNTRY FLYING. HE STATED THAT THE FUEL WAS KEPT EVENLY DIDTRIBUTED BY SWITCHING THE FUEL SELECTOR BETWEEN TANKS DURING THE NEARLY THREE HOUR FLIGHT. THE PIC/CFI COMMENTED THAT WHEN THE ENGINE QUIT IT SOUNDED LIKE FUEL STARVATION. POST CRASH EXAMINATION OF THE UNDAMAGED FUEL SYSTEM AND INSTRUMENT PANEL SHOWED 15 GALLONS OF FUEL IN THE RIGHT TANK, O IN THE LEFT, FUEL SELECTOR ON THE RIGHT TANK, & THE AUXILIARY FUEL BOOST PUMP OFF-PILOT'S HANDBOOK CALLS FOR AUXILIARY PUMP "ON" WITH LOSS OF ENGINE POWER DURING FLIGHT.

File No. - 304 2/09/85 NEW ALBANY,MS A/C Reg. No. N6088S Time (Lcl) - 2210 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL BOOST PUMP SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. LIGHT CONDITION - NIGHT

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - SOFT
9. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 208   2/11/85   NATCHEZ,MS   A/C Reg. No. N912L   Time (Lcl) - 0615 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6
Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP
ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 320/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
JACKSON,MS
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER
STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
ADAMS COUNTY
Runway Ident - 17
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 15708
Make/Model - 6800
Instrument - 1014
Multi-Eng - 12600
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - 138

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT DESCENDED BELOW MDA TO 720 FT MSL UNTIL OBSERVING THE RWY DURING A LOC 17 APCH AT NIGHT. AN ARPT ATTENDANT SAID PLT DID NOT CALL UNICOM FOR WIND INFO. PLT ACKNOWLEDGED TOUCHDOWN AT MIDFIELD WITH A 30 KT TAILWIND ON THE 5000 FT RWY. THE PLT SAID BRAKING WAS INEFFECTIVE. ATTENDANT SAID RWY WAS DAMP BUT STANDING WATER WAS NOT PRESENT. ACFT RAN OFF SOUTH END OF THE RWY AND CONTINUED 800 FT BEFORE IT HIT A DITCH AND STOPPED. THE PLT STATED HE WAS "IN A HURRY AND JUST FOULED UP."

File No. - 208 2/11/85 NATCHEZ,MS A/C Reg. No. N912L Time (Lcl) - 0615 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT RECEIVED - PILOT IN COMMAND
3. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. - 312       1/14/85    MISSOULA,MT             A/C Reg. No. N1416Q          Time (Lcl) - 1800 MST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                       Fire                 Crew    0        0        0        1
    Flight Conducted Under      -14 CFR 91                       NONE                Pass    0        0        0        1
    Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150                 Eng Make/Model  - CONTINENTAL O-200-A     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines  -  1                        Stall Warning System - YES
    Max Gross Wt   -    1600                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                     Rated Power     -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing        - FSS                    Last Departure Point                   OFF AIRPORT/STRIP
       Method           - IN PERSON                GREAT FALLS,MT
       Completeness     - FULL                   Destination
     Basic Weather      - VMC                      MISSOULA,MT                        Airport Data
       Wind Dir/Speed- 270/015 KTS
       Visibility      -      6.0    SM                                                  Runway Ident      - N/A
       Lowest Sky/Clouds  -                    ATC/Airspace                              Runway Lth/Wid    - N/A
       Lowest Ceiling          - 10000 FT OVERCAST  Type of Flight Plan - VFR            Runway Surface    - ASPHALT
       Obstructions to Vision- NONE              Type of Clearance    - NONE             Runway Status     - SNOW - DRY
       Precipitation           - SNOW            Type Apch/Lndg       - STRAIGHT-IN
       Condition of Light      - DUSK                                   FORCED LANDING
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     27            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                            Current       - YES          Total       -    297        Last 24 Hrs -      34
        SE LAND                            Months Since  -  7           Make/Model-     297        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR       Instrument-       0        Last 90 Days-     101

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JAN 14, 1985, A CESSNA 150 NOSED OVER AFTER LANDING ON A HIGHWAY NEAR MISSOULA, MT. THE PILOT STATED HE LOST PARTIAL
ENGINE POWER DUE TO CARBURETOR ICING CONDITIONS ENCOUNTERED ENROUTE FROM GREAT FALLS, MT. THE PILOT AND HIS PASSENGER
WERE NOT INJURED. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE.  THE PLT RECEIVED A WX BRIEFING AND FILED A VFR FLT PLAN
WITH GREAT FALLS FSS.

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Brief of Accident (Continued)

File No. - 312 /14/85 MISSOULA,MT A/C Reg. No. N1416Q Time (Lcl) - 1800 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM,CARBURETOR - ICE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3 WEATHER CONDITION - SNOW
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 292 2/14/85 KALISPELL,MT A/C Reg. No. N24950 Time (Lcl) - 1715 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
KALISPELL CITY
Runway Ident - 13
Runway Lth/Wid - 3600/ 70
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 60
Make/Model- 60
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH A SNOWBANK DURING THE LANDING ROLL FOLLOWING A LOSS OF DIRECTIONAL CONTROL. THE PLT REPORTED THAT THE LEFT BRAKE FROZE OR LOCKED UP WHEN IT WAS APPLIED DURING THE LANDING. INSPECTION REVEALED THAT THERE WAS A SUBSTANTIAL AMOUNT OF ICE ON THE LANDING GEAR IN THE AREA OF THE BRAKE.

Brief of Accident (Continued)

File No. - 292   2/14/85   KALISPELL,MT   A/C Reg. No. N24950   Time (Lcl) - 1715 MST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR - LOCKED
2. LANDING GEAR,MAIN GEAR - ICE
3. TERRAIN CONDITION - ICY

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 396 2/22/85 CHINOOK,MT A/C Reg. No. N26580 Time (Lcl) - 1335 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - TAYLORCRAFT BC-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/009 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CHINOOK,MT
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 173
Make/Model- 34
Instrument- 23
Last 24 Hrs - UNK/NR
Last 30 Days- 3
Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----

THE AIRPLANE WAS OBSERVED TO ENTER A SHALLOW RIGHT CLIMBING TURN AT ABOUT 200 FEET AGL AFTER MAKING A LOW PASS OVER FRIENDS. WITNESSES SAID THE AIRPLANE THEN STALLED AND DOVE TO THE GROUND. THERE WAS NO EVIDENCE OF AIRFRAME, ENG, PROP, FLT CONTROL, OR SYST FAILURE/MALFUNCTION OR PLT INCAPACITATION. VMC CONDITIONS PREVAILED. THE PLT HAD LOGGED A TOTAL OF 173 HOURS, OF WHICH 34.0 HOURS WERE IN MAKE/MODEL.

Brief of Accident (Continued)

File No. - 396 2/22/85 CHINOOK,MT A/C Reg. No. N26580 Time (Lcl) - 1335 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - GROUND
7. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 287 2/24/85 FORT BENTON,MT A/C Reg. No. N155LB Time (Lcl) - 1430 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BENJAMIN PITTS S1U
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/020 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SHELBY,MT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FORT BENTON
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 7GCBC

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 543
Make/Model- 50
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 6

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CONTACTED A DIRT BANK DURING A FORCED LANDING IN A FIELD FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. A LANDING WAS MADE AT FORT BENTON ARPT WHERE THE ACFT WAS SERVICED WITH 11.85 GALLONS OF 100 OCT AVGAS. POST ACCIDENT EXAMINATION OF THE ACFT REVEALED WATER CONTAMINATION IN THE CARBURETOR BOWL AND FUEL SYSTEM. A 1 QT JAR WAS FILLED WITH FUEL FROM THE FUEL LINE TO THE CARBURETOR. A 17/32 INCH LAYER OF AVGAS WAS PRESENT ON TOP OF WATER WHICH FILLED THE REMAINING PORTION OF THE JAR. THE ACFT WAS REFUELED FROM AN UNDERGROUND TANK. THERE WAS NO FILTERIZATION ELEMENT ON THE REFUELING EQUIPMENT.

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File No. - 287   2/24/85   FORT BENTON,MT   A/C Reg. No. N155LB   Time (Lcl) - 1430 MST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - WATER
2. FLUID,FUEL - CONTAMINATION
3. REFUELING - INATTENTIVE - FBO PERSONNEL

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  245        2/28/85    BUTTE,MT                    A/C Reg. No. N98487              Time (Lcl) - 1400 MST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI                Aircraft Damage                         Injuries
                                                                   SUBSTANTIAL                   Fatal   Serious   Minor   None
     Type of Operation          -FERRY                            Fire                   Crew      0        0        0       1
     Flight Conducted Under     -14 CFR 91                         IN FLIGHT             Pass      0        0        0       0
     Accident Occurred During   -CRUISE
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 421C                  Eng Make/Model - CONTINENTAL TSIO-520L    ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    6800                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                      Rated Power    -    375 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                   OFF AIRPORT/STRIP
       Method         - N/A                           OAKLAND,CA
       Completeness   - N/A                        Destination                          Airport Data
     Basic Weather    - VMC                           SAME AS ACC/INC
       Wind Dir/Speed- 320/010 KTS                                                        Runway Ident     - N/A
       Visibility     -   30.0   SM                ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - IFR             Runway Surface   - N/A
       Lowest Ceiling         - NONE                 Type of Clearance   - IFR             Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     38             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        ATP,[illegible]                            Current          - YES     Total      -    7511      Last 24 Hrs -       3
        SE LAND,ME LAND                            Months Since  -  1         Make/Model-      40      Last 30 Days-       0
        HELICOPTER                                 Aircraft Type - UNK/NR     Instrument- UNK/NR      Last 90 Days-     109
                                                                              Multi-Eng -    2310      Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN LEVEL FLT THE PLT NOTICED A PUFF OF SMOKE EMIT FROM THE LEFT ENGINE, FOLLOWED BY THE APPEARANCE OF
HYDRAULIC FLUID AND THE ILLUMINATION OF THE LEFT AND RIGHT HYDRAULIC FLOW LIGHTS. THE PLT LOWERED THE LANDING GEAR
DURING THE APCH, HOWEVER, THE NOSE GEAR DID NOT EXTEND. FLAMES WERE THEN NOTICED BURNING THROUGH THE TOP OF THE LEFT
ENGINE COWLING. THE PLT SECURED THE ENGINE, USED THE EMERGENCY EXTENSION FOR THE NOSE GEAR AND LANDED THE ACFT.
INVESTIGATION REVEALED THE FIRE STARTED FROM HYDRAULIC FLUID WHICH SPRAYED FROM A BROKEN HYDRAULIC LINE ONTO
THE SUPERCHARGER. A SWIVEL HOSE ALUMINUM FITTING, P/N AE70101JZ174, ON THE HYDRAULIC LINE FAILED FOR UNDETERMINED
REASONS.

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Brief of Accident (Continued)

File No. - 245 2/28/85 BUTTE,MT A/C Reg. No. N98487 Time (Lcl) - 1400 MST

Occurrence FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. HYDRAULIC SYSTEM,FITTING - FAILURE,TOTAL
2. FLUID,HYDRAULIC - LEAK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 288       3/18/85    CLINTON,MT             A/C Reg. No. N8036T         Time (Lcl) - 1500 MST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                                              Injuries
     Type of Operation          -PERSONAL                         SUBSTANTIAL            Fatal   Serious   Minor   None
     Flight Conducted Under     -14 CFR 91                       Fire            Crew     0        0        0       1
     Accident Occurred During   -LANDING                          NONE           Pass     0        0        0       0
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - HILLIARD B-8-M
     Landing Gear    - TRICYCLE-FIXED          Eng Make/Model  - MCULLOCH 4318           ELT Installed/Activated - NO -N/A
     Max Gross Wt    -    600                  Number Engines  -  1                        Stall Warning System - NO
     No. of Seats    -      1                  Engine Type     - RECIPROCATING-CARBURETOR
                                               Rated Power     -     90 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                     Destination                           Airport Data
     Basic Weather    - VMC                       LOCAL                                 ELIOTT FIELD
       Wind Dir/Speed- 180/008 KTS                                                      Runway Ident      - UNK/NR
       Visibility     -    30.0   SM          ATC/Airspace                              Runway Lth/Wid    -  3800/   75
       Lowest Sky/Clouds -      CLEAR           Type of Flight Plan - NONE              Runway Surface    - GRASS/TURF
       Lowest Ceiling        - NONE             Type of Clearance   - NONE              Runway Status     - SOFT
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command
      Certificate(s)/Rating(s)               Age -     29                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        STUDENT                              Biennial Flight Review                    Flight Time (Hours)
                                                 Current       - N/A       Total        -     29        Last 24 Hrs -     0
        GYROPLANE                                Months Since  - N/A       Make/Model-        4         Last 30 Days-     0
                                                 Aircraft Type - N/A       Instrument- UNK/NR           Last 90 Days-     1
                                                                           Multi-Eng - UNK/NR           Rotorcraft  -    29

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE GYROCOPTER INADVERTENTLY BECAME AIRBORNE DURING A HIGH SPEED TAXI RUN. THE PLT REPORTED THAT AT AN ALT OF APRX
10-15 FT AGL HE "CUT THE ENGINE SPEED TO IDLE, AND PULLED THE JOYSTICK FULLY BACK TO LAND." THIS ACTION PUT THE
GYROCOPTER IN A NOSE HIGH ATTITUDE AND THE ROTOR BLADES CONTACTED THE GROUND.
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Brief of Accident (Continued)

File No. - 288 3/18/85 CLINTON,MT A/C Reg. No. N8036T Time (Lcl) - 1500 MST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. FLARE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 283 5/18/85 LOMA,MT A/C Reg. No. N6462D Time (Lcl) - 1630 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/010 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HAVRE,MT
Destination
GREAT FALLS,MT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 1500
Make/Model- 800
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CONTACTED POWER LINES WHICH CROSS OVER THE MISSOURI RIVER. THE LINES ARE APRX 150-200 FT ABOVE THE RIVER ON ONE SIDE AND APRX 45 FT ABOVE THE RIVER ON THE OPPOSITE SIDE. THE PLT STATED HE WAS FLYING ALONG THE RIVER AT AN ALT OF APRX 75 FT WHEN CONTACT WITH THE WIRE OCCURRED. CONTROL OF THE ACFT WAS REGAINED AND THE FLT CONTINUED TO AN UNEVENTFUL LANDING AT GREAT FALLS, MT. THE WIRE STRIKE RESULTED IN SUBSTANTIAL DAMAGE TO BOTH WINGS.

Brief of Accident (Continued)

File No. - 283 5/18/85 LOMA,MT A/C Reg. No. N6462D Time (Lcl) - 1630 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

    File No. - 210      1/01/85    DUBLIN,NC              A/C Reg. No. N50913          Time (Lcl) - 1130 EST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)    Aircraft Damage                       Injuries
                                                           SUBSTANTIAL                  Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                  Fire                  Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                  NONE                 Pass     0        0        0       0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150J            Eng Make/Model - CONTINENTAL O-200-A     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1600                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                Rated Power    -     100 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                      ELIZABETHTOWN,NC
      Completeness   - N/A                    Destination                          Airport Data
    Basic Weather    - VMC                      LOCAL
      Wind Dir/Speed- 230/012 KTS                                                    Runway Ident     - N/A
      Visibility     -   10.0   SM          ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    900 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
      Lowest Ceiling     -   6500 FT BROKEN     Type of Clearance   - NONE            Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
      Precipitation      - NONE
      Condition of Light - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     51             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                           Current      - YES        Total       -   335          Last 24 Hrs - UNK/NR
        SE LAND                           Months Since -  2         Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                          Aircraft Type - C-150     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                    Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT REPORTED THAT THE ACFT LOST POWER IN CRUISE FLIGHT AND HE ATTEMPTED TO LAND IN AN OPEN FIELD. HE ABORTED
THE APPROACH BECAUSE OF A TAILWIND AND FLEW ALONG A RIVER FOR APRX 1 MILE BEFORE DITCHING IN THE WATER. THE ACFT
SANK IN THE RIVER AND THE PLT SWAM TO SHORE. THE ACFT WAS NOT RECOVERED FROM THE RIVER AND CAUSE OF THE POWER LOSS
WAS NOT DETERMINED.
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Brief of Accident (Continued)

File No. - 210 1/01/85 DUBLIN,NC A/C Reg. No. N50913 Time (Lcl) - 1130 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

      File No. - 205       1/06/85    WINSTON SALEM,NC           A/C Reg. No. N66KA            Time (Lcl) - 1810 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC     Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                         Fire                 Crew     0        0        0       1
    Flight Conducted Under   -14 CFR 91                         NONE                Pass     0        0        0       0
    Accident Occurred During -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH C90                 Eng Make/Model - P&W PT6A-20          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                      Stall Warning System - YES
    Max Gross Wt   -  10500                    Engine Type    - TURBOPROP
    No. of Seats   -      8                    Rated Power    -     550 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
       Method         - N/A                       WINSTON SALEM,NC
       Completeness   - N/A                    Destination                            Airport Data
     Basic Weather    - VMC                      LOCAL                                   SMITH REYNOLDS
       Wind Dir/Speed- 220/005 KTS                                                        Runway Ident     - 33
       Visibility    -    20.0   SM             ATC/Airspace                              Runway Lth/Wid   -  6655/  150
       Lowest Sky/Clouds  -    20000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - VFR                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     52          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                            Current         - YES       Total      -   3018       Last 24 Hrs -       2
          SE LAND,ME LAND,SE SEA                Months Since    - 23        Make/Model-      19       Last 30 Days- UNK/NR
          GLIDER                                Aircraft Type   - UNK/NR    Instrument-     515       Last 90 Days-      45
                                                                            Multi-Eng -    1535       Rotorcraft  -       5

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF ROLL, AT ROTATION, ACFT CONTACTED A LARGE DOG WHICH WAS ON THE RWY. PLT HAD GOOD VISIBILITY EXCEPT
FOR LIGHT CONDITION. ACDT OCCURRED AT NIGHT. ARPT PERIMETER IS FENCED BUT THERE ARE MANY GATES, SOME OF WHICH REMAIN
OPEN AT NIGHT. MANY DOGS REPORTEDLY RUN FREE ON THE ARPT.

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Brief of Accident (Continued)

File No. - 205 1/06/85 WINSTON SALEM,NC A/C Reg. No. N66KA Time (Lcl) - 1810 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LIGHT CONDITION - DUSK
2. OBJECT - ANIMAL(S)
3. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 226       1/30/85    ANDREWS MURPHY,NC          A/C Reg. No. N9528R           Time (Lcl) - 1503 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                      Fire                 Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      0        0        0        0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BEECH BE-35               Eng Make/Model - CONTINENTAL IO-470-D      ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    3400                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -       4                   Rated Power    -     250 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing        - FSS                    Last Departure Point                   ON AIRPORT
      Method           - TELEPHONE                SAME AS ACC/INC
      Completeness     - FULL                  Destination                          Airport Data
    Basic Weather      - VMC                      BOCA RATON,FL                        ANDERSON MURPHY
      Wind Dir/Speed- UNK/NR                                                           Runway Ident      - 25
      Visibility      -     5.0   SM          ATC/Airspace                             Runway Lth/Wid    -  5000/   75
      Lowest Sky/Clouds  -     3500 FT SCATTERED  Type of Flight Plan - IFR            Runway Surface    - ASPHALT
      Lowest Ceiling        -  8000 FT OVERCAST   Type of Clearance   - IFR            Runway Status     - SNOW - WET
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - UNK/NR
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     57            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                            Current        - YES        Total       -  8500         Last 24 Hrs -       7
        SE LAND,SE SEA                        Months Since  -  8          Make/Model-   6500          Last 30 Days- UNK/NR
                                              Aircraft Type - BE-35       Instrument- UNK/NR          Last 90 Days-     25
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
---Narrative----
THE NOSE GEAR COLLAPSED WHEN THE ACFT CONTACTED A SNOW BANK DURING TAKEOFF.
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Brief of Accident (Continued)

File No. - 226 1/30/85 ANDREWS MURPHY,NC A/C Reg. No. N9528R Time (Lcl) - 1503 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - SNOWBANK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                                 National Transportation Safety Board
                                       Washington, D.C. 20594

                                          Brief of Accident

      File No. - 221       2/01/85    NEWBERN,NC                 A/C Reg. No. N640K           Time (Lcl) - 1030 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                       Fire                Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                       IN FLIGHT          Pass     0        0        0        7
     Accident Occurred During   -CRUISE
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH B-80                    Eng Make/Model - LYCOMING IGS0540-B1AID    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    8800                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       8                       Rated Power    -     380 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing       - FSS                      Last Departure Point                      ON AIRPORT
       Method          - TELEPHONE                  WINSTON-SALEM,NC
       Completeness    - FULL                    Destination                              Airport Data
     Basic Weather     - VMC                        NEWBERN,NC                                NEWBERN
       Wind Dir/Speed- 230/009 KTS                                                            Runway Ident     - 23
       Visibility     -      7.0   SM           ATC/Airspace                                  Runway Lth/Wid   -   600/  150
       Lowest Sky/Clouds  -     10000 FT          Type of Flight Plan - IFR                   Runway Surface   - ASPHALT
       Lowest Ceiling         - 10000 FT BROKEN   Type of Clearance   - IFR                   Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - VISUAL
       Precipitation          - NONE
       Condition of Light     - DAWN
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     55            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        ATP                                     Current         - YES         Total      -  10727        Last 24 Hrs -      3
        SE LAND,ME LAND,SE SEA,ME SEA           Months Since  -  4            Make/Model-    1923        Last 30 Days-      0
                                                Aircraft Type - C-401         Instrument- UNK/NR         Last 90 Days-    115
                                                                              Multi-Eng -    6412        Rotorcraft  - UNK/NR

        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT EXPERIENCED LEFT ENGINE FIRE AT CRUISE. EMERGENCY PROCEDURES COMPLETED, EXTINGUISHING THE FIRE. LEFT NACELLE
SUSTAINED SUBSTANTIAL DAMAGE, PREVENTING DETERMINATION OF FIRE ORGIN.

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Brief of Accident (Continued)

File No. - 221   2/01/85   NEWBERN,NC   A/C Reg. No. N640K   Time (Lcl) - 1030 EST

Occurrence   FIRE
Phase of Operation   CRUISE

Finding(s)
1. ENGINE ASSEMBLY - FIRE
2. ENGINE ASSEMBLY - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

   File No. -  220      3/01/85    WARSAW,NC              A/C Reg. No. N757FP          Time (Lcl) - 1540 EST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI         Aircraft Damage                      Injuries
                                                           DESTROYED               Fatal   Serious   Minor    None
    Type of Operation        -BUSINESS                    Fire             Crew      1        0        0        0
    Flight Conducted Under   -14 CFR 91                    NONE            Pass      0        0        0        0
    Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 152                 Eng Make/Model - LYCOMING O-235        ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                       Stall Warning System - YES
    Max Gross Wt  -   1670                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                     Rated Power    -     112 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                             Airport Proximity
    Wx Briefing     - FSS                       Last Departure Point                  OFF AIRPORT/STRIP
      Method        - TELEPHONE                   KENANSVILLE,NC
      Completeness  - PARTIAL,LMTD BY PILOT      Destination                         Airport Data
    Basic Weather   - IMC                         LUMBERTON,NC                         P.B. RAIFORD
      Wind Dir/Speed- CALM                                                             Runway Ident     - 04
      Visibility    -     1.000 SM            ATC/Airspace                             Runway Lth/Wid   -  3700/   75
      Lowest Sky/Clouds -     UNK/NR            Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling       -    200 FT OVERCAST Type of Clearance   - NONE             Runway Status    - WET
      Obstructions to Vision- FOG               Type Apch/Lndg      - NONE
      Precipitation        - DRIZZLE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                  Age -     31              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)        Biennial Flight Review               Flight Time (Hours)
        PRIVATE                        Current        - YES      Total      -      77        Last 24 Hrs -       1
        SE LAND                        Months Since   - 16       Make/Model-      57        Last 30 Days-       1
                                       Aircraft Type  - C-152    Instrument-       1        Last 90 Days-       6


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
LOW TIME, NON-INSTRUMENT RATED PLT DELAYED DEPARTURE BECAUSE OF UNEXPECTED DETERIORATION OF WEATHER. FSS BRIEFER
ADVISED WX WOULD IMPROVE, BETTER TOWARD DESTINATION ARPT. WX CONDITIONS CONTINUED TO WORSEN AFTER BRIEFING, WORSE THAN
FCST. PLT DEPARTED 3 HRS AFTER BRIEFING WITHOUT GETTING UPDATE. MADE LEFT 180 DEGREE TURN AFTER TKOF, DEPARTED ARPT TO
THE SW. OBSERVED TURNING RT TO WEST, CONTINUED TO NORTH BEFORE STRIKING TREES IN HIGH SPEED. WITNESSES AT ARPT AND
NEAR ACCIDENT SITE DESCRIBED 100-300 FT CEILING, VISIBILITY 1 MILE OR LESS WITH DRIZZLE AND FOG. PLT HAD NO ACTUAL
INSTRUMENT EXPERIENCE.

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File No. - 220 3/01/85 WARSAW,NC A/C Reg. No. N757FP Time (Lcl) - 1540 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
3. WEATHER CONDITION - FOG
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 241       3/02/85    DURHAM,NC                 A/C Reg. No. N4691             Time (Lcl) - 1115 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      0        0        0        0
    Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PITTS S1C              Eng Make/Model - LYCOMING O-290-02        ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED    Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1092                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                Rated Power    -      135 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                      UNK/NR
      Completeness   - N/A                   Destination                            Airport Data
    Basic Weather    - VMC                      UNK/NR                                 DURHAM SKYLARK
      Wind Dir/Speed-                                                                  Runway Ident      - 32
      Visibility     -     6.0   SM        ATC/Airspace                               Runway Lth/Wid    -  3000/  100
      Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE              Runway Surface    - DIRT
      Lowest Ceiling         - NONE           Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -        0          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review              Flight Time (Hours)
        PRIVATE                            Current        - YES     Total      -   1422        Last 24 Hrs -       8
        ME LAND                            Months Since   - 22      Make/Model-      92        Last 30 Days-       9
                                           Aircraft Type  - C-182   Instrument-       0        Last 90 Days-      19

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED HE PUT THE ACFT IN A STEEP BANK SHORTLY AFTER TAKEOFF TO VIEW HIS SON WHO WAS ON THE GROUND.
HE STATED HE FAILED TO APPLY BACK PRESSURE AND THE ACFT CONTACTED TREES OFF THE END OF THE RWY. THE ACFT THEN
IMPACTED THE GORUND.

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                                 Brief of Accident (Continued)

     File No. -  241       3/02/85    DURHAM,NC                  A/C Reg. No. N4691           Time (Lcl) - 1115 EST
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Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. PROPER ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
  2. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
  3.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
  4. OBJECT - TREE(S)
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB
-------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -  201      3/16/85    TARBORO,NC              A/C Reg. No. N2624J          Time (Lcl) - 1359 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL             Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire              Crew     0        1        0        0
    Flight Conducted Under     -14 CFR 91                        NONE             Pass     0        0        0        0
    Accident Occurred During   -APPROACH
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150G                 Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power     -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                   ON AIRSTRIP
      Method         - N/A                         TARBORO,NC
      Completeness   - N/A                      Destination                          Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 200/006 KTS                                                      Runway Ident      - 10
      Visibility    -    10.0   SM             ATC/Airspace                            Runway Lth/Wid    -  2100/  500
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface    - GRASS/TURF
      Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE          Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - SIMULATED FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     55          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
        STUDENT                              Current         - N/A     Total       -     95        Last 24 Hrs -       1
                                             Months Since    - N/A     Make/Model-      66        Last 30 Days- UNK/NR
                                             Aircraft Type - N/A       Instrument-       2        Last 90 Days-      31


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING A SIMULATED EMERGENCY LANDING ON AN AG AIRSTRIP & COLLIDED WITH SEVERAL UNMARKED POWER LINES
WHILE ON FINAL APPROACH. THE STUDENT PLT WAS NOT AUTHORIZED TO LAND AT THE AG STRIP ACCORDING TO HIS FLIGHT
INSTRUCTOR.

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File No. - 201 3/16/85 TARBORO,NC A/C Reg. No. N2624J Time (Lcl) - 1359 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 229 3/30/85 OCRACOKE,NC A/C Reg. No. N9329A Time (Lcl) - 1145 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - VARIEZE DUNCAN/VARIEZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1110
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 270/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CHARLOTTE,NC
Destination
OCRACOKE,NC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
OCRA COKE-ISLAND
Runway Ident - 25
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 355
Make/Model- 160
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING, THE TAB WHICH CONNECTS THE LANDING GEAR CROSS TUBE FAILED ALLOWING THE RIGHT GEAR TO COLLAPSE. THE ACFT HAS AN EXPERIMENTAL CERTIFICATE. THE FAILURE APPEARED TO BE DUE TO DESIGN LIMITATIONS.

Brief of Accident (Continued)

File No. - 229 3/30/85 OCRACOKE,NC A/C Reg. No. N9329A Time (Lcl) - 1145 EST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
2. DESIGN STRESS LIMITS OF AIRCRAFT - INADEQUATE - PRODUCTION/DESIGN PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 381   4/17/85   SOUTHERN PINES,NC   A/C Reg. No. N52778   Time (Lcl) - 1630 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SOUTHERN PINES,NC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND
SIMULATED FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PRIVATE STRIP
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 59
Make/Model- 17
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

----Narrative----

THE ACFT STALLED DURING A PRACTICE GO-AROUND ATTEMPT AT A PRIVATE AIRSTRIP. THE PLT STATED THAT HE APPLIED FULL THROTTEL AFTER DESCENDING TO ABOUT 20 FT ABOVE THE RWY DURING THE PRACTICE GO-AROUND. HE STATED THAT HE THEN TRIED TO PUSH THE CARB HEAT CONTROL FORWARD AND IT WOULD NOT MOVE. THE PLT RAISED THE NOSE OF THE ACFT IN ORDER TO CLEAR THE TREES AT THE END OF THE RWY & THE ACFT STALLED. POST CRASH EXAMINATION OF THE ACFT FAILED TO DISCLOSE ANY MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 381 4/17/85 SOUTHERN PINES,NC A/C Reg. No. N52778 Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
4. PLANNED APPROACH - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
8. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. -  250      4/18/85    ALLIANCE,NE              A/C Reg. No. N34908           Time (Lcl) - 1445 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage
                                                               SUBSTANTIAL                        Injuries
    Type of Operation          -BUSINESS                      Fire                       Fatal   Serious   Minor   None
    Flight Conducted Under     -14 CFR 91                      NONE               Crew     0        0        0       1
    Accident Occurred During   -TAKEOFF                                           Pass     0        0        0       1
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 177B
    Landing Gear   - TRICYCLE-FIXED      Eng Make/Model  - LYCOMING O-360-A1F6       ELT Installed/Activated - YES/YES
    Max Gross Wt   -    2500             Number Engines  -  1                          Stall Warning System - YES
    No. of Seats   -       4             Engine Type     - RECIPROCATING-CARBURETOR
                                         Rated Power     -     180 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary
    Wx Briefing       - NO RECORD OF BRIEFING        Last Departure Point                  Airport Proximity
      Method          - N/A                            SAME AS ACC/INC                       ON AIRSTRIP
      Completeness    - N/A                          Destination
    Basic Weather     - VMC                            AKRON,CO                            Airport Data
      Wind Dir/Speed- 240/008 KTS
      Visibility    -    20.0   SM                                                          Runway Ident      - 30
      Lowest Sky/Clouds  -      8000 FT SCATTERED  ATC/Airspace                             Runway Lth/Wid    -  2200 -UNK/NR
      Lowest Ceiling        - 12000 FT BROKEN        Type of Flight Plan - NONE             Runway Surface    - DIRT
      Obstructions to Vision- NONE                   Type of Clearance   - NONE             Runway Status     - DRY
      Precipitation         - NONE                   Type Apch/Lndg      - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     59
     Certificate(s)/Rating(s)                Biennial Flight Review      Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        PRIVATE                                 Current       - YES                  Flight Time (Hours)
        SE LAND                                 Months Since  - 10         Total       -     849       Last 24 Hrs -       1
                                                Aircraft Type - C-177B     Make/Model-       249       Last 30 Days-       0
                                                                           Instrument-         0       Last 90 Days-      16

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT COLLIDED WITH DITCH AT END OF STRIP WHILE ABORTING TAKEOFF. TAKEOFF WAS BEING MADE FROM A 2200 FT LONG DIRT FARM
STRIP. THE STRIP HAD A SLIGHT UPSLOPE AND THE DENSITY ALTITUDE WAS 6,800 FT. WING FLAPS WERE FOUND IN RETRACTED
POSITION AFTER THE ACCIDENT.

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File No. - 250 4/18/85 ALLIANCE,NE A/C Reg. No. N34908 Time (Lcl) - 1445 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - DITCH
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
5. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 206 5/07/85 BRIDGEPORT,NE A/C Reg. No. N7655Z Time (Lcl) - 0800 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/003 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

----Narrative----

PILOT WAS MAKING A TRIAL FLIGHT WITH THOUGHT OF POSSIBLE PURCHASE OF THE AG OPERATION. PILOT MADE FORCED LANDING AFTER FUEL SUPPLY WAS EXHAUSTED. PILOT DECIDED AGAINST PURCHASE AND DEPARTED THE AREA. PILOT HAS NOT BEEN LOCATED OR IDENTIFIED.

BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 206 5/07/85 BRIDGEPORT,NE A/C Reg. No. N7655Z Time (Lcl) - 0800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 319 5/21/85 ADAMS,NE A/C Reg. No. N25868 Time (Lcl) - 1200 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BEATRICE,NE
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 36
Runway Lth/Wid - 3000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 113
Make/Model- 1
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

----Narrative----

PLT WAS MAKING FIRST LANDING AT AN AG STRIP AND COLLIDED WITH 30 FOOT HIGH UTILITY WIRES WHICH CROSS THE APCH END OF THE STRIP. THE WIRES ARE NOT MARKED.

File No. - 319 5/21/85 ADAMS,NE A/C Reg. No. N25868 Time (Lcl) - 1200 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRPORT FACILITIES,OBSTRUCTION MARKING - INADEQUATE
2. VISUAL LOOKOUT - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. DESCENT - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. OBJECT - WIRE,TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 307 6/13/85 OGALLALA,NE A/C Reg. No. N83815 Time (Lcl) - 0700 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NORFOLK,NE
Destination
OGALLALA,NE

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA28181

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 276
Make/Model- 276
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 36

Instrument Rating(s) - NONE

----Narrative----

PLT REPORTS THAT THE ENG QUIT DUE TO FUEL EXHAUSTION. THE POWER LOSS OCCURRED 2 HRS. AFTER T/O, 3 MI FROM DEST. PLT HAD TO MANEUVER AROUND OBSTACLE IN FIELD DURING LANDING AND LANDED HARD.

Brief of Accident (Continued)

File No. - 307 6/13/85 OGALLALA,NE A/C Reg. No. N83815 Time (Lcl) - 0700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 321   6/20/85   BELGRADE,NE   A/C Reg. No. N8336W   Time (Lcl) - 2000 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0
Other	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 170/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
MCKEEMAN FARM STRIP
Runway Ident - 17
Runway Lth/Wid - 2600/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1803
Make/Model - 38
Instrument - 67
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 36

Instrument Rating(s) - AIRPLANE

----Narrative----

FLIGHT INSTRUCTOR GIVING PRIVATE PILOT A BFR. BFR WAS NEARLY COMPLETED WHEN IP GAVE PILOT A SIMULATED FORCED LANDING OVER HIS OWN FARM STRIP. PILOT WAS MAKING AN EXCELLENT APPROACH UNTIL THE LANDING GEAR HIT THE BARBED WIRE HIDDEN IN THE HIGH GRASS.

File No. - 321 6/20/85 BELGRADE,NE A/C Reg. No. N8336W Time (Lcl) - 2000 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
4. OBJECT - FENCE
5. JUDGEMENT - INACCURATE - PILOT IN COMMAND(CFI)
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 264 2/14/85 E.MILFORD,NJ A/C Reg. No. N8274W Time (Lcl) - 1630 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FARMINGDALE,NY
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
GREENWOOD LAKE
Runway Ident - 26
Runway Lth/Wid - 2306/ 50
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 370
Make/Model- 370
Instrument- 20
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CONTACTED A PATCH OF ICE ON THE RWY DURING LANDING. CONTROL OF THE ACFT WAS LOST AND IT CONTACTED A SNOW BANK WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 264   2/14/85   E.MILFORD,NJ   A/C Reg. No. N8274W   Time (Lcl) - 1630 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 367 3/08/85 TAOS,NM A/C Reg. No. N9735E Time (Lcl) - 1730 MST

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	4

----Aircraft Information----
Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520KIA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
TAOS,NM
Destination
LINCOLN,NE

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
TAOS MUNICIPAL
Runway Ident - 22
Runway Lth/Wid - 5800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - BL 26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 616
Make/Model- 148
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

----Narrative----
THE PLT SAID THAT HE MADE A LATE DECISION TO ABORT HIS TAKEOFF AND THAT HE WAS UNABLE TO STOP THE ACFT BEFORE IT RAN OFF THE END OF THE RWY INTO SAGE BRUSH COVERED TERRAIN. THE ACFT SUSTAINED DAMAGE BUT NO ONE WAS INJURED.

Brief of Accident (Continued)

File No. - 367 3/08/85 TAOS,NM A/C Reg. No. N9735E Time (Lcl) - 1730 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - INADEQUATE - PILOT IN COMMAND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 246 3/15/85 ANTON CHICO,NM A/C Reg. No. N4151S Time (Lcl) - 0900 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 100/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MEADE,KS
Destination
ALBUQUERQUE,NM

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 258
Make/Model- 157
Instrument- 5
Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

PILOT STATED THAT HE WAS ON A VFR NO-FLIGHT-PLAN-FLIGHT FROM MEADE, KS, TO ALBURQUERQUE, NM, WHEN HE SAW A CLOUD BANK AHEAD. WHILE DIVERTING AROUND, HE FLEW INTO HAZE THAT BECAME CLOUDS. RECOVERY FROM STRONG DOWN AND UP DRAFTS DID SUBSTANTIAL DAMAGE TO WINGS, TAIL AND FUSELAGE. PILOT FLEW AIRPLANE BACK TO SAFE LANDING IN MEADE, KS.

Brief of Accident (Continued)

File No. - 246   3/15/85   ANTON CHICO,NM   A/C Reg. No. N4151S   Time (Lcl) - 0900 CST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   CRUISE

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                               National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

     File No. - 218       4/03/85    ABIQUIU,NM                A/C Reg. No. N50600          Time (Lcl) - 1530 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                              DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                    Fire                  Crew     0        0        2        0
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass     0        0        0        0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 310N              Eng Make/Model - CONTINENTAL IO-470-VO     ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    5200                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                  Rated Power    -     260 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                           Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                       Airport Data
     Basic Weather    - VMC                         ALBUQUERQUE,NM                   GHOST RANCH
       Wind Dir/Speed- 270/012 KTS                                                   Runway Ident     - 32
       Visibility     -    40.0   SM            ATC/Airspace                          Runway Lth/Wid   -   5200/    75
       Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE         Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      44                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                              Current         - YES        Total        -   1200        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                      Months Since    -  1         Make/Model-        10        Last 30 Days- UNK/NR
                                              Aircraft Type  - A36         Instrument-        80        Last 90 Days-      0
                                                                           Multi Eng -       400        Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT ATTEMPTED TO TAKEOFF FROM A ROUGH, UNIMPROVED AIRSTRIP WITH A 3% UPHILL GRADIENT, HIGH DENSITY ALTITUDE,
AND GUSTY CROSSWIND CONDITIONS. DURING THE TAKEOFF ROLL, THE PILOT LOST DIRECTIONAL CONTROL, LIFTED THE AIRPLANE
OFF THE GROUND, CLEARED A BOUNDARY FENCE, STALLED, AND CRASHED ON THE OTHER SIDE OF THE FENCE.
-----------------------------------------------------------------------------------------------------------------
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File No. - 218 4/03/85 ABIOUIU,NM A/C Reg. No. N5060Q Time (Lcl) - 1530 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - UPHILL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. ROTATION - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - CROSSWIND
7. WEATHER CONDITION - GUSTS
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
11. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 232       4/06/85    BEULAH,NM                 A/C Reg. No. N66387            Time (Lcl) - 1030 MST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                       Fire                    Crew     0         0         0        1
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0         0         0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150M                 Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method          - N/A                         KILLDEER,ND
       Completeness    - N/A                      Destination                              Airport Data
     Basic Weather   - VMC                           BEULAH,ND                                BEULAH
       Wind Dir/Speed- 320/018 KTS                                                            Runway Ident      - 28
       Visibility     -    20.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  3500/   50
       Lowest Sky/Clouds  -       1200 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE                Type of Clearance   - NONE               Runway Status     - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE                                      FULL STOP
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      53                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                 Current        - YES          Total       -    2559        Last 24 Hrs -        2
         SE LAND                                 Months Since  -  1            Make/Model-      210         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR        Instrument-        0         Last 90 Days-       51

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE PILOT REPORTED THAT HE ENCOUNTERED TURBULENCE AND GUSTY WINDS ON LANDING APPROACH TO RUNWAY 28. HE SAID HIS SPEED WAS FAST TO COMPENSATE FOR THESE CONDITIONS BUT THAT HE DID NOT USE A CROSSWIND LANDING TECHNIQUE BECAUSE THE WINDS HAD CALMED DOWN. THE PILOT SAID THAT AS HE FLARED THE AIRPLANE FOR LANDING, A GUST OF WIND FROM THE RIGHT RAISED THE RIGHT WING. THE AIRPLANE WENT OFF THE LEFT SIDE OF THE RUNWAY INTO A SOFT STUBBLE FIELD AND OVERTURNED.

Brief of Accident (Continued)

File No. - 232   4/06/85   BEULAH,NM   A/C Reg. No. N66387   Time (Lcl) - 1030 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

      File No. - 231       4/21/85    SILVER CITY,NM          A/C Reg. No. N6727V          Time (Lcl) - 1350 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                      Fire              Crew       0        0        0       1
     Flight Conducted Under     -14 CFR 91                      NONE             Pass       0        0        1       4
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH BE36 TC          Eng Make/Model - CONTINENTAL TSIO-520     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE   Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3850                Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                Rated Power    -     310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                Airport Proximity
     Wx Briefing      - FSS                    Last Departure Point                     OFF AIRPORT/STRIP
       Method         - IN PERSON                DOUGLAS,AZ
       Completeness   - FULL                  Destination                             Airport Data
     Basic Weather    - IMC                      ALBUQUERQUE,NM
       Wind Dir/Speed- 240/025 KTS                                                      Runway Ident     - N/A
       Visibility     - UNK/NR               ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     1500 FT        Type of Flight Plan - IFR                Runway Surface   - N/A
       Lowest Ceiling        -  1500 FT OVERCAST  Type of Clearance   - IFR             Runway Status    - N/A
       Obstructions to Vision- UNK/NR          Type Apch/Lndg      - UNK/NR
       Precipitation         - UNK/NR
       Condition of Light    - DAWN
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     59            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL,CFI                      Current         - YES     Total        -   2685       Last 24 Hrs -        2
        SE LAND,ME LAND,SE SEA              Months Since  -  4        Make/Model-       46        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-      321        Last 90 Days-      359
                                                                      Multi-Eng  -      71

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A WX ENCOUNTER NEAR SILVER CITY, NM. ICING AND TURBULENCE IN IFR CONDITIONS
PREVAILED AT THE TIME. THE PLT INITIATED A CLIMB FROM 15,000 FT TO 17,000 FT BECAUSE OF RIME ICE CONDITIONS. THE
AUTOPILOT WAS USED DURING THE CLIMB. THE PLT LOOKED AT A CHART AND THE RADIO FREQUENCY. HE SAID THAT THE ACFT HIT
SEVERE TURBULENCE AND BANKED OVER 80 DEGREES. IT IS BELIEVED THE ACFT ENTERED A SPLIT S MANEUVER. THE ACFT WAS
RECOVERED AT 10,000 FT. NUMEROUS POSITIVE G'S WERE PULLED DURING THE RECOVERY. A PASSENGER SUSTAINED SERIOUS BACK
INJURIES.
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Brief of Accident (Continued)

File No. - 231 4/21/85 SILVER CITY,NM A/C Reg. No. N6727V Time (Lcl) - 1350 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)
1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. WEATHER CONDITION - CLOUDS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. WING,SKIN - BUCKLED
6. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

    File No. - 286       5/05/85    ANGLE FIRE,NM            A/C Reg. No. N38327          Time (Lcl) - 1430 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL          Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                        Fire           Crew      0        0        1       0
    Flight Conducted Under     -14 CFR 91                        ON GROUND     Pass      0        0        2       1
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-201             Eng Make/Model - LYCOMING IO-360-C1C6     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2600                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                       Rated Power    -     200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                           Airport Data
    Basic Weather    - VMC                          AMARILLO,TX                            ANGEL FIRE
      Wind Dir/Speed- CALM                                                                 Runway Ident     - 17
      Visibility     -    30.0   SM             ATC/Airspace                               Runway Lth/Wid   -  6700-N/A
      Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE               Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      31             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
       ATP,CFI                                  Current         - YES        Total      -    3042        Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                          Months Since    - 12         Make/Model-      69         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR       Instrument- UNK/NR          Last 90 Days-     202
                                                                             Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT SHORTLY AFTER TAKEOFF FROM THE 6700 FT LONG RWY WITH A DENSITY ALT OF 10400 FT, TURBULENCE WAS
EXPERIENCED AND THE AIRSPEED DECREASED TO APRX 70 KTS. UNABLE TO MAINTAIN ALT, A FORCED LANDING WAS ATTEMPTED
DURING WHICH THE ACFT CONTACTED A FENCE. THE PLT REPORTED, "...WE COMPLETED PROCEDURES ACCORDING TO OWNER'S MANUAL
FOR WEIGHT AND BALANCE, RUNWAY LENGTH, PERFORMANCE AND RUNUP." THE TAKEOFF WAS ACCOMPLISHED WITH 10 DEGS OF FLAPS
LOWERED AND AFTER TAKEOFF THE ACFT WAS ACCELERATED TO 90 KTS. THE MAX DENSITY ALT ON THE TAKEOFF VS DENSITY ALT
CHART IN THE FLT HANDBOOK IS 7000 FT. RECOMMENDED SHORT FLD TAKEOFF PROCEDURE CALLS FOR 25 DEGS OF FLAPS AND
ACCELERATION TO 80 MPH UNTIL OBSTACLES ARE CLEARED. ANGLE FIRE ARPT IS LOCATED IN A MOUNTAIN VALLEY WITH RISING TERRAIN
IN ALL DIRECTIONS.
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                                 Brief of Accident (Continued)
     File No. -  286       5/05/85    ANGLE FIRE,NM               A/C Reg. No. N38327              Time (Lcl) - 1430 MDT
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3.   PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  4. PERFORMANCE DATA - IMPROPER USE OF - PILOT IN COMMAND
  5. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
  6. AIRSPEED - IMPROPER - PILOT IN COMMAND
  7. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
  8.   PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - UNCONTROLLED
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Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     LANDING - FLARE/TOUCHDOWN
------------------------------------------------------------------------------------------------------------------------

Occurrence #4          FIRE
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  9. FUEL SYSTEM,TANK - PENETRATED
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6
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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -  289       5/06/85    TUCUMCARI,NM              A/C Reg. No. N3067L            Time (Lcl) - 1620 MDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                   Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0        0        0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181             Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2550                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power     -     180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                     Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                          OFF AIRPORT/STRIP
       Method         - N/A                         FORT SMITH,AR
       Completeness   - N/A                       Destination                                 Airport Data
     Basic Weather    - VMC                         TUCUMCARI,NM
       Wind Dir/Speed- 190/005 KTS                                                              Runway Ident      - N/A
       Visibility     -    15.0   SM            ATC/Airspace                                    Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      1000 FT SCATTERED  Type of Flight Plan - VFR                   Runway Surface    - N/A
       Lowest Ceiling          -  2000 FT BROKEN    Type of Clearance     - NONE                Runway Status     - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg        - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     58              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                  Current        - UNK/NR     Total      -     220          Last 24 Hrs -      4
         SE LAND                                  Months Since   - UNK/NR     Make/Model-      116          Last 30 Days-      0
                                                  Aircraft Type  - UNK/NR     Instrument-        0          Last 90 Days-     30

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED A TREE AND A DITCH DURING A FORCED LANDING AFTER A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE RIGHT
FUEL GAGE REPORTEDLY INDICATED 6-8 GALLONS OF FUEL IN THE RIGHT TANK WHEN 50 MILES FROM TUCUMCARI MUNICIPAL ARPT.
THE PLT REPORTED HE WAS "APPROXIMATELY TEN MINUTES OUT," WHEN HE NOTICED A SUDDEN LOSS OF FUEL ON THE FUEL GAGE AND THE
FUEL PRESSURE DROPPED TO "NIL" FOLLOWED BY A TOTAL LOSS OF PWR. THE ACFT WAS LANDED IN A FIELD APRX 1 1/2 MILES SHORT
OF THE RWY. TOTAL TIME OF THE FLT WAS 4 HRS 15 MINUTES. THE ACFT USABLE FUEL CAPACITY IS 48 GALLONS AND THE OPERATING
MANUAL STATES THE ACFT USES APRX 10 GPH IN CRUISE FLT.

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Brief of Accident (Continued)

File No. - 289   5/06/85   TUCUMCARI,NM   A/C Reg. No. N3067L   Time (Lcl) - 1620 MDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
4. OBJECT - TREE(S)
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 291       5/11/85    RESERVE,NM                 A/C Reg. No. N7439J           Time (Lcl) - 1120 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -BUSINESS                        Fire               Crew       0        0        0       1
    Flight Conducted Under     -14 CFR 91                        NONE              Pass       0        0        0       2
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-180
    Landing Gear   - TRICYCLE-RETRACTABLE     Eng Make/Model - CONTINENTAL IO-360-B1E    ELT Installed/Activated - YES/YES
    Max Gross Wt   -    2500                  Number Engines -  1                           Stall Warning System - YES
    No. of Seats   -      4                   Engine Type    - RECIP-FUEL INJECTED
                                              Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing      - FSS                         Last Departure Point                   OFF AIRPORT/STRIP
      Method         - IN PERSON                     SAME AS ACC/INC
      Completeness   - FULL                       Destination                           Airport Data
    Basic Weather    - VMC                           TUCSON,AZ                             RESERVE
      Wind Dir/Speed- 220/008 KTS                                                          Runway Ident     - 24
      Visibility     -   50.0   SM               ATC/Airspace                              Runway Lth/Wid   -  4800
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     48          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current       - UNK/NR     Total      -      307        Last 24 Hrs -       1
        SE LAND                               Months Since  - UNK/NR     Make/Model -      106        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument- UNK/NR           Last 90 Days-      81
                                                                         Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
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----Narrative----
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PLT STATED THAT SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 100 FT AGL, THE ACFT STOPPED CLIMBING AND STARTED DESCENDING. UNABLE TO ARREST THE DESCENT, THE PLT ATTEMPTED A FORCED LANDING IN A FIELD. PRIOR TO TOUCHDOWN THE LEFT MAIN GEAR CONTACTED THE TOP OF A BARBED WIRE FENCE AND THE MAIN AND NOSE GEARS COLLAPSED ON LANDING. DENSITY ALT AT TIME OF THE ACCIDENT WAS CALCULATED TO BE 7900 FT. THE MAX DENSITY ALT LISTED ON THE TAKEOFF DISTANCE VS DENSITY ALT CHART IN THE OWNER'S HANDBOOK IS 7000 FT. THE PLT STATED HE BELIEVED EITHER A DOWNDRAFT OR WIND SHEAR WAS ENCOUNTERED AFTER TAKEOFF, HOWEVER, HE REPORTED A WIND VELOCITY OF 8 KTS.

File No. - 291 5/1'/85 RESERVE,NM A/C Reg. No. N7439J Time (Lcl) - 1120 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - FENCE

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 400 6/23/85 GALLUP,NM A/C Reg. No. N65184 Time (Lcl) - 1930 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
SENATOR CLARKE
Runway Ident - 06
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 30 Last 24 Hrs - UNK/NR
Make/Model- 30 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ON JUNE 23, 1985, A STUDENT PLT FLYING A C-172 DEPARTED THE SIDE OF THE RWY WHOLE LANDING AT GALLUP, NM. HE SAID THAT THE LANDING WAS MADE AT TOO HIGH AN AIRSPEED. UPON DEPARTING THE RWY THE ACFT PROCEEDED INTO A DITCH CAUSING SUBSTANTIAL DAMAGE.

File No. - 400 6/23/85 GALLUP,NM A/C Reg. No. N65184 Time (Lcl) - 1930 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PULL-UP - POOR - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C 20594

Brief of Accident

File No. - 399   6/26/85   ANGLE FIRE,NM   A/C Reg. No. N6504J   Time (Lcl) - 1000 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING - FLARE/TOUCHDOWN

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ANGEL FIRE
Runway Ident - 35
Runway Lth/Wid - 6800
Runway Surface - DIRT
Runway Status - ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- 0
Multi-eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - NONE

----Narrative----

ON JUNE 26, 1985, A PIPER PA 28-180, DESCENDED AND CRASHED AFTER TAKEOFF FROM ANGEL FIRE AIRPORT, NM. THE PLT REPORTED NO MECHANICAL DIFFICULTIES. THE DENSITY ALT WAS 10609 FT. THE TAKEOFF DISTANCE CHART INDICATES A MAXIMUM DA OF 7000 FT. THE PLT WAS NOT INJURED. HIS WIFE RECEIVED MINOR INJURIES.

BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 399   6/26/85   ANGLE FIRE,NM   A/C Reg. No. N6504J   Time (Lcl) - 1000 MDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - EXCEEDED
5. DISTANCE - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
7. TERRAIN CONDITION - RISING

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
8. STALL/MUSH - CONTINUED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,7

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 376        1/25/85    VERDI,NV                A/C Reg. No. N15605          Time (Lcl) - 1820 PST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                       Injuries
                                                                    DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                           Fire               Crew      1        0        0        0
     Flight Conducted Under    -14 CFR 91                           NONE              Pass      2        0        0        0
     Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH BE-35                 Eng Make/Model - CONTINENTAL IO-470      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -   3125                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      4                      Rated Power    -     260 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                         SAN JOSE,CA
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - IMC                         CARSON CITY,NV
       Wind Dir/Speed- CALM                                                                Runway Ident      - N/A
       Visibility     -    12.0    SM           ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -       1500 FT PART OBS  Type of Flight Plan - NONE             Runway Surface    - N/A
       Lowest Ceiling         -   4000 FT OVERCAST  Type of Clearance   - NONE             Runway Status     - N/A
       Obstructions to Vision- FOG                  Type Apch/Lndg      - NONE
       Precipitation          - SNOW
       Condition of Light     - DUSK
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     60            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current         - YES       Total      -    750       Last 24 Hrs -      2
        SE LAND                                  Months Since    -  5        Make/Model-     375       Last 30 Days-      5
                                                 Aircraft Type - BE-35       Instrument-       7       Last 90 Days-     10

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PILOT IMPACTED RISING TERRAIN WHILE DESCENDING INTO & THRU IFR WEATHER CONDITIONS DURING VFR FLIGHT. LOST VISUAL
CONTACT W/GROUND AND BROKE OUT IN MOUNTAINS.

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Brief of Accident (Continued)

File No. - 376   1/25/85   VERDI,NV   A/C Reg. No. N1560S   Time (Lcl) - 1820 PST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   MANEUVERING

Finding(s)
1. WEATHER CONDITION - OBSCURATION
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. IMPROPER USE OF PROCEDURE,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
7. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND
9. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT

Finding(s)
10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
12. TERRAIN CONDITION - SNOW COVERED
13. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
14. JUDGEMENT - POOR - PILOT IN COMMAND
15. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
16. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
17. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7,8,9,11,13,14,15,16,17

Factor(s) relating to this accident is/are finding(s) 1,3,10,12

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. - 326      3/10/85    RENO,NV                 A/C Reg. No. N7545F          Time (Lcl) - 1014 PDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                   Injuries
                                                              SUBSTANTIAL               Fatal  Serious  Minor  None
    Type of Operation          -PERSONAL                      Fire              Crew      0       0       0      1
    Flight Conducted Under     -14 CFR 91                     NONE              Pass      0       0       0      0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CHAMPION 7GC              Eng Make/Model  - LYCOMING O-290-D2B      ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines  - 2                         Stall Warning System - YES
    Max Gross Wt   -    1550                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       3                   Rated Power     -    140 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing       - UNK/NR                   Last Departure Point                   ON AIRSTRIP
      Method          - UNK/NR                     RENO,NV
      Completeness    - UNK/NR                  Destination                           Airport Data
    Basic Weather     - VMC                        RENO,NV                                NONE
      Wind Dir/Speed- CALM                                                                Runway Ident     - UNK/NR
      Visibility      -      5.0    SM         ATC/Airspace                               Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE               Runway Surface   - UNK/NR
      Lowest Ceiling        -    5000 FT OVERCAST Type of Clearance  - NONE               Runway Status    - UNK/NR
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age - UNK/NR             Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current        - UNK/NR    Total       - UNK/NR       Last 24 Hrs  - UNK/NR
        SE LAND                                Months Since   - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
A HARD LANDING OCCURRED AND THE RIGHT MAIN GEAR COLLAPSED. THE AIRCRAFT VEERED TO THE SIDE OF THE RUNWAY WHERE IT
CAUGHT FIRE. THE ACFT HAD NO FIRE EXTINGUISHING EQUIPMENT ON BOARD AND THE ACFT WAS THEN DESTROYED BY THE FIRE.
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Brief of Accident (Continued)

File No. - 326 3/10/85 RENO,NV A/C Reg. No. N7545F Time (Lcl) - 1014 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 FIRE
Phase of Operation LANDING - ROLL

Finding(s)
5. FIRE EXTINGUISHER - LACK OF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 323 4/06/85 LAS VEGAS,NV A/C Reg. No. N6125N Time (Lcl) - 1535 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - BEECH BE-23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LANCASTER,CA
Destination
LAS VEGAS,NV

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HENDERSON SKY HARBOR
Runway Ident - 36
Runway Lth/Wid - 5000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - BE-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 532
Make/Model- 49
Instrument- 201
Multi-Eng - 276
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

----Narrative----

A FORCED LANDING WAS MADE DUE TO FUEL EXHAUSTION. A LANDING WAS MADE SHORT OF THE RUNWAY ONTO ROUGH TERRAIN DURING WHICH TIME THE GEAR COLLAPSED. THE PLT'S ROUTE OF FLIGHT WASVERY CLOSE TO AIRPORT'S HAVING FUEL AVAILABLE, BUT THE PLT ELECTED TO CONTINUE TO HIS DESTINATION AIRPORT.

Brief of Accident (Continued)

File No. - 323 4/06/85 LAS VEGAS,NV A/C Reg. No. N6125N Time (Lcl) - 1535 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s)

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 266   1/20/85   ENDICOTT,NY   A/C Reg. No. N9940Z   Time (Lcl) - 1030 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

----Aircraft Information----

Make/Model - CESSNA 206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ATLANTIC CITY,NJ
Destination
ENDICOTT,NY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
TRI-CITIES
Runway Ident - 21
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1729
Make/Model- 7
Instrument- 336
Multi-Eng - 655
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 171

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT THE ENG RPM DROPPED TO IDLE WHEN HE MADE HIS SECOND PWR REDUCTION ON DOWNWIND IN PREPARATION FOR LANDING. THE THROTTLE COULD NOT BE PUSHED IN WHEN AN ATTEMPT TO ADD PWR WAS MADE. THE ACFT TOUCHED DOWN SHORT OF THE RWY AND CAME TO REST APRX 320 FT FROM THE APCH END OF THE RWY. CAUSE OF THE THROTTLE CONTROL MALFUNCTION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 266 1/20/85 ENDICOTT,NY A/C Reg. No. N9940Z Time (Lcl) - 1030 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. THROTTLE/POWER LEVER - JAMMED
2. THROTTLE/POWER LEVER - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident
     File No. -  268        2/08/85    MALONE,NY                A/C Reg. No. NCGDVM          Time (Lcl) - 1937 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information---
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage
                                                                                                Injuries
    Type of Operation         -PERSONAL                           DESTROYED                 Fatal   Serious   Minor    None
    Flight Conducted Under    -14 CFR 91                          Fire              Crew      0        1        0        0
    Accident Occurred During  -CRUISE                             NONE              Pass      0        0        0        0
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-28-200
    Landing Gear    - TRICYCLE-RETRACTABLE        Eng Make/Model  - LYCOMING IO-360-B1E      ELT Installed/Activated - NO -N/A
    Max Gross Wt    -    2650                     Number Engines  -  1                          Stall Warning System - YES
    No. of Seats    -      4                      Engine Type     - RECIP-FUEL INJECTED
                                                  Rated Power     -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                           MASSENA,NY
      Completeness  - N/A                        Destination                              Airport Data
    Basic Weather   - IMC                           FLUSHING,NY
      Wind Dir/Speed- 280/012 KTS                                                           Runway Ident     - N/A
      Visibility    -     2.000 SM              ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     1800 FT THIN OVC   Type of Flight Plan - VFR                 Runway Surface   - N/A
      Lowest Ceiling       -   4000 FT OBSCURED   Type of Clearance   - SPECIAL VFR         Runway Status    - N/A
      Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
      Precipitation        - SNOW
      Condition of Light   - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     21           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                Current        - YES       Total       -    125       Last 24 Hrs -       3
       SE LAND                                Months Since   - UNK/NR    Make/Model  -     28       Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR    Instrument  -     10       Last 90 Days-      40

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH THE TERRAIN ON THE SIDE OF A HILL AFTER ENCOUNTERING LOW CEILINGS AND SNOW. THE PLT DEPARTED
MASSENA UNDER A SPECIAL VFR CLEARANCE AND AFTER APRX 25 MINUTES HE DECIDED TO RETURN TO MASSENA BECAUSE OF DETERIORATING
WEATHER. AFTER FLYING AT 2500 FT MSL FOR APRX 5 MINUTES THE ACFT CONTACTED THE HILLY WOODED AREA.
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Brief of Accident (Continued)

File No. - 268 2/08/85 MALONE,NY A/C Reg. No. NCGDVM Time (Lcl) - 1937 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - FOG
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. -  303       4/23/85    CLARYVILLE,NY             A/C Reg. No. N3401T          Time (Lcl) - 1130 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                  Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        1        1        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 177               Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -   2350                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                   Rated Power    -      180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method        - N/A                         FREDERICK,MD
       Completeness  - N/A                      Destination                             Airport Data
     Basic Weather   - IMC                         SAME AS ACC/INC
       Wind Dir/Speed-                                                                    Runway Ident     - N/A
       Visibility    -      1.000 SM            ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -                        Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling          - OBSCURED         Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- HAZE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     37              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                               Current       - YES        Total        -     290        Last 24 Hrs -       6
         SE LAND                               Months Since  - 12         Make/Model-        34        Last 30 Days-      25
                                               Aircraft Type - C-177      Instrument-        21        Last 90 Days-      34

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT IMPACTED TREES DURING A PRECAUTIONARY LNDG DUE TO THE PLTS EST OF A LOW FUEL STATE. THE FLT HAD PROCEEDED    R
ENROUTE TO AN INTENDED DEST OF OXFORD ME FROM FREDERICK MD WITHOUT FILLING A FLT PLAN. AFTER APRX 3 HRS OF FLYING
ON A 60 DEGREE MAG HDG THE PLT DECIDED TO DESCEND THROUGH THE CLOUD DECK TO LOOK FOR AN ARPT TO REFUEL OR A FIELD FOR
A PRECAUTIONARY LNDGING DUE TO LOW FUEL STATE. THE DESCENT WAS MADE FROM 9500 FT TO 3500 FT FINALLY IN DETERIORATING
WX. CLARYVILLE NY WAS CIRCLED A FEW TIMES IN AN ATTEMPT AT ORIGINATION. THE PLT NEVER USED THE RADIO,HE SAID.TO TRY
FOR 2 WAY COMMUNICATION FOR NAV AID. AN ATTEMPT TO LAND IN A FIELD NW OF CLARYVILLE ENDED IN AN OVERSHOOT & ATTEMPTED
GO-AROUND BEFORE FLYING UNDER WIRES & STRIKING TREES. THE ACFT WAS IMPALED ABOUT 12 FT AGL. THE PLT STATED THAT HE
NEVER CONSIDERED MAKING A 180 DEGREE TURN DURING THE DETERIORATING WX EVEN THOUGH HE WAS UNSURE OF HIS POSITION WHEN
STARTING THE DESCENT FROM 9500 FT. ONE WING TANK WAS RUPTURED IN THE CRASH & THE PLT COULD NOT EST FUEL REMAINING.
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Brief of Accident (Continued)

File No. - 303 4/23/85 CLARYVILLE,NY A/C Reg. No. N3401T Time (Lcl) - 1130 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
6. WEATHER CONDITION - CLOUDS
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. WEATHER CONDITION - HAZE
9. BECAME LOST/DISORIENTED - DISREGARDED - PILOT IN COMMAND
10. PREFLIGHT BRIEFING SERVICE - NOT ATTAINED - PILOT IN COMMAND
11. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
12. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
13. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
14. OBJECT - TREE(S)
15. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
16. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,11,16

Factor(s) relating to this accident is/are finding(s) 6,8,9,10,12,13

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                        Brief of Accident

     File No. -  339       5/21/85    WESTHAMPTON BCH,NY         A/C Reg. No. N26005            Time (Lcl) - 1045 EDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI               Aircraft Damage                       Injuries
                                                                   SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -BUSINESS                         Fire                 Crew      0        0        1        0
      Flight Conducted Under    -14 CFR 91                         NONE                Pass      0        0        0        0
      Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-38-112           Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt  -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      2                    Rated Power    -      112 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                    Airport Proximity
      Wx Briefing      - NWS                   Last Departure Point                         ON AIRPORT
        Method         - IN PERSON               SAME AS ACC/INC
        Completeness   - PARTIAL,LMTD BY PILOT  Destination                               Airport Data
      Basic Weather    - VMC                     ISLIP,NY                                   SUFFOLK COUNTY
        Wind Dir/Speed- 230/010 KTS                                                         Runway Ident     - 24
        Visibility     -     3.000 SM        ATC/Airspace                                   Runway Lth/Wid   -  9000/  200
        Lowest Sky/Clouds  -      500 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface   - N/A
        Lowest Ceiling      -  4000 FT BROKEN     Type of Clearance   - VFR                 Runway Status    - N/A
        Obstructions to Vision- HAZE              Type Apch/Lndg      - UNK/NR
        Precipitation       - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     53               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        ATP,CFI                                Current        - YES        Total       -  20900          Last 24 Hrs  - UNK/NR
        SE LAND,ME LAND                        Months Since   -  0         Make/Model-      300          Last 30 Days-      30
        HELICOPTER                             Aircraft Type  - PA 38      Instrument-     5000          Last 90 Days-      60
                                                                           Multi-Eng -     5125          Rotorcraft  -     810

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LANDED IN A FENCE AFTER HITTING A PWR LINE AND TREES DURING A FORCED LNDG AFTER TAKEOFF. THE ENG LOST POWER
AFTER A 10 MIN DELAY FOR ATC CLEARANCE DUE TO A MILITARY EXERCISE. THE PLT SAID HE BELIEVED THAT CARB ICE FORMED
DURING THE GROUND WAIT FOR ATC CLEARANCE. THE PLT TRIED CARB HEAT AFTER THE PWR LOSS(A GRADUAL DROP IN ENG RPM). THE PLT
SAID THAT DURING THE HOLDING HE WAS IDLING THE ENG AT 1100 RPM. THE TEMP WAS 60 DEGREES F, DEW POINT 57 DEGREES.
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Brief of Accident (Continued)

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      File No. -  339       5/21/85    WESTHAMPTON BCH,NY         A/C Reg. No. N26005              Time (Lcl) - 1045 EDT
-----------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2.   CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  3. DISPATCH PROCEDURES - DELAYED - ATC PERSONNEL(DEP/APCH)
  4. JUDGEMENT - INADEQUATE - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - NORMAL
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. OBJECT - TREE(S)
  6. OBJECT - WIRE,STATIC
  7. OBJECT - FENCE
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 369   2/16/85   GALENA,OH   A/C Reg. No. N3081B   Time (Lcl) - 1230 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 195B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 5

Eng Make/Model - JACOBS R755B SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 180/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COLUMBUS,OH
Destination
GALENA,OH

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
GROVER
Runway Ident - 90
Runway Lth/Wid - 3500/ 75
Runway Surface - GRASS/TURF
Runway Status - SNOW - CRUSTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 195B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3725
Make/Model- 700
Instrument- 725
Multi-Eng - 1000
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT NOSED OVER WHEN THE MAIN LNDG GEAR HIT A SNOWBANK DURING LNDG. TE PLT STATED THAT HE HAD A X-WIND FROM THE RT SIDE. HE ALLOWED THE ACFT TO DRIFT LEFT INTO THE SNOW.

File No. - 369 2/16/85 GALENA,OH A/C Reg. No. N3081B Time (Lcl) - 1230 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -  315       2/16/85    MANSFIELD,OH            A/C Reg. No. N93154            Time (Lcl) - 1458 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation           -INSTRUCTIONAL                  Fire                  Crew    0        0        0        1
     Flight Conducted Under      -14 CFR 91                       NONE                 Pass    0        0        0        0
     Accident Occurred During    -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -     110 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                     ON AIRSTRIP
       Method         - IN PERSON                    AKRON,OH
       Completeness   - WEATHER NOT PERTINENT       Destination                           Airport Data
     Basic Weather    - VMC                            MANSFIELD,OH                          MANSFIELD LAHM MUNI
       Wind Dir/Speed- 180/015 KTS                                                           Runway Ident      - 05
       Visibility     -     7.0   SM               ATC/Airspace                              Runway Lth/Wid    -   6795/  150
       Lowest Sky/Clouds  -                          Type of Flight Plan - NONE             Runway Surface    - ASPHALT
       Lowest Ceiling         -   4000 FT BROKEN     Type of Clearance   - SPECIAL VFR      Runway Status     - ICE COVERED
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN                      SNOW - DRY
       Precipitation          - NONE                                       FULL STOP
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                              Age -      19           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                    Biennial Flight Review                   Flight Time (Hours)
        STUDENT                                     Current        - N/A        Total       -      53       Last 24 Hrs -        1
                                                    Months Since   - N/A        Make/Model-       53       Last 30 Days- UNK/NR
                                                    Aircraft Type  - N/A        Instrument-        1       Last 90 Days-       12


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PILOT WAS GIVEN CLEARANCE TO LAND RWY 14, BUT LINED UP & LANDED RWY 05 WHICH WAS SNOW & ICE COVERED. THE
PILOT LOST CONTROL ON LANDING ROLL STRIKING A SNOW BANK AND TURNING OVER.

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Brief of Accident (Continued)

File No. - 315   2/16/85   MANSFIELD,OH   A/C Reg. No. N93154   Time (Lcl) - 1458 EST

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   HOVER

Finding(s)
1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY,PISTON - INCORRECT
4. ENGINE ASSEMBLY,VALVE - IMPROPER

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3   HARD LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
6. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
7. SUPERVISION - INATTENTIVE - PILOT IN COMMAND(CFI)
8. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
9. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 313 2/17/85 HAMILTON,OH A/C Reg. No. N21089 Time (Lcl) - 2200 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HAMILTON
Runway Ident - 29
Runway Lth/Wid - 5440/ 80
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - CRUSTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 113
Make/Model- 9
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE ACFT NOSED OVER IN SNOW DURING LNDG. THE FAA INSPECTOR AT THE SCENE THE FOLLOWING DAY FOUND THE ACFT OFF THE LEFT SIDE OF THE RWY IN THE SNOW. THE ACFT TRACKS INDICATED THAT THE LNDG WAS MADE TOO FAR TO THE LEFT WHICH ALLOWED THE LEFT LNDG GEAR TO ENTER THE UNPLOWED DEEP SNOW AND TRIP THE ACFT, WHICH THEN NOSED OVER TO AN INVERTED POSITION.

File No. - 313 2/17/85 HAMILTON,OH A/C Reg. No. N21089 Time (Lcl) - 2200 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
4. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

   File No. - 368      2/17/85    GROVE CITY,OH          A/C Reg. No. N6456K         Time (Lcl) - 1655 EST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                   Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass     0        0        0        1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150M               Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                    Rated Power     -     100 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                      COLUMBUS,OH
      Completeness   - N/A                   Destination                            Airport Data
    Basic Weather    - VMC                      SAME AS ACC/INC                        BOLTON
      Wind Dir/Speed- 260/015 KTS                                                      Runway Ident     - 22
      Visibility     -   15.0   SM          ATC/Airspace                               Runway Lth/Wid   -  5200/  100
      Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE          Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                TOUCH AND GO
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     22              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                            Current        - YES      Total      -     137        Last 24 Hrs -      1
        SE LAND                            Months Since  -  3        Make/Model-      13         Last 30 Days- UNK/NR
                                           Aircraft Type - C-150     Instrument-       3         Last 90 Days-     14


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER IN A SNOW-COVERED FIELD DURING A FORCED LNDG AFTER A POWER LOSS FOLLOWING TAKE-OFF. THE PLT
WAS PERFORMING TOUCH & GO LNDGS. INVESTIGATION DISCLOSED MOISTURE IN THE ACFT FUEL SYSTEM. SURFACE TEMP WAS 35 DEGREES
F & THE DEW POINT WAS 22 DEGREES.

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Brief of Accident (Continued)

File No. - 368 2/17/85 GROVE CITY,OH A/C Reg. No. N6456K Time (Lcl) - 1655 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FLUID,WATER - FUEL
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - SLUSH COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 343   2/23/85   COLDWATER,OH   A/C Reg. No. N231GX   Time (Lcl) - 1530 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

----Aircraft Information----

Make/Model - MOONEY AIRCRAFT CORP. M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-GB1
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CELINA,OH
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 26
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	2275	Last 24 Hrs	UNK/NR
Make/Model	UNK/NR	Last 30 Days	UNK/NR
Instrument	307	Last 90 Days	UNK/NR
Multi-Eng	312	Rotorcraft	1341

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

THE FLIGHT DEPARTED WITHOUT A PRE-FLIGHT INSPECTION, ENGINE RUN UP, OR RADIO CALL ON UNICOM. THE AIRCRAFT WAS OBSERVED DOING LOW ALTITUDE AEROBATIC MANEUVERS. WITNESSES OBSERVED THE AIRCRAFT NOSE OVER AND IMPACT THE GROUND IN A NEAR VERTICA ATTITUDE FROM ABOUT 200 FT AGL. THE ENGINE WAS HEARD TO BE OPERATING AT OR NEAR FULL POWER UP TO IMPACT.

Brief of Accident (Continued)

File No. - 343 2/23/85 COLDWATER,OH A/C Reg. No. N231GX Time (Lcl) - 1530 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)
1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 392 3/09/85 CENTER VILLAGE,OH A/C Reg. No. N5125U Time (Lcl) - 1715 EST

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -HOVER

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----
Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COLUMBUS,OH
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
AGUST ACRES
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - SOFT

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 61
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 54523
Make/Model- 1057
Instrument- 1092
Multi-Eng - 2544
Last 24 Hrs - 43
Last 30 Days- UNK/NR
Last 90 Days- 688
Rotorcraft - 1438

Instrument Rating(s) - AIRPLANE

----Narrative----
WHILE THE STUDENT PLT PRACTICED HOVERING 8 TO 12 INCHES AGL THE HEEL OF THE RIGHT SKID CONTACTED THE GROUND. THE CFI STATED HE DID NOT NOTICE THE HELICOPTER DRIFTING OR DESCENDING BUT WHEN THE GROUND CONTACT WAS FELT HE TOOK OVER THE CONTROLS. UP COLLECTIVE AND LEFT CYCLIC WAS APPLIED BUT THE RIGHT SKID CONTACTED THE GROUND ONCE AGAIN. THE SKID DUG INTO THE SOFT SOD AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

File No. - 392   3/09/85   CENTER VILLAGE,OH   A/C Reg. No. N5125U   Time (Lcl) - 1715 EST

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   HOVER

Finding(s)
1. TERRAIN CONDITION - GROUND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
4. VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)

Occurrence #2   ROLL OVER
Phase of Operation   HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 349 4/07/85 RAVENNA,OH A/C Reg. No. N3280 Time (Lcl) - 1530 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - SMELKO CVJETKOVIC CA-65
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RAVENNA,OH
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PORTAGE CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 63
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4251
Make/Model- 48
Instrument- 572
Multi-Eng - 560
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 14
Rotorcraft - 5

Instrument Rating(s) - AIRPLANE

----Narrative----

A FORCED LANDING WAS MADE IN AN OPEN SOFT FIELD AFTER A TOTAL LOSS OF POWER OCCURRED WHILE ON FINAL APCH. THE ACFT NOSED OVER DURING THE LANDING. THE PLT ATTEMPTED TO TRANSFER FUEL FROM THE REAR FUEL TANK TO THE EMPTY FRONT TANK BUT DID NOT HAVE SUFFICIENT ALT TO ACCOMPLISH THE TASK. FUEL IS GRAVITY FED TO THE ENGINE BY ONLY THE FRONT TANK.

Brief of Accident (Continued)

File No. - 349 4/07/85 RAVENNA,OH A/C Reg. No. N3280 Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. REFUELING - DISREGARDED - PILOT IN COMMAND
4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -  354      4/12/85    PHILLIPSBURG,OH           A/C Reg. No. N55211          Time (Lcl) - 2013 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL               Fatal    Serious   Minor    None
    Type of Operation           -BUSINESS                     Fire               Crew      0        0        1        0
    Flight Conducted Under      -14 CFR 91                     NONE              Pass      0        0        0        0
    Accident Occurred During    -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172P                    Eng Make/Model  - LYCOMING O-320 SERIES     ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TRICYCLE-FIXED                 Number Engines  -   1                          Stall Warning System - YES
    Max Gross Wt    -    2400                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                         Rated Power     -      160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing       - FSS                        Last Departure Point                     OFF AIRPORT/STRIP
      Method          - UNK/NR                       DECATUR,IL
      Completeness    - UNK/NR                    Destination                            Airport Data
    Basic Weather     - VMC                          SAME AS ACC/INC                        PHILLIPSBURG
      Wind Dir/Speed- 200/005 KTS                                                           Runway Ident     - 21
      Visibility      -     10.0    SM           ATC/Airspace                               Runway Lth/Wid   -  2750/   34
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface   - ASPHALT
      Lowest Ceiling          - 25000 FT BROKEN    Type of Clearance     - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg        - STRAIGHT-IN
      Precipitation           - NONE
      Condition of Light      - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      22             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current         - YES      Total       -     473         Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since    - UNK/NR   Make/Model-       50          Last 30 Days- UNK/NR
                                                Aircraft Type   - UNK/NR   Instrument-       56          Last 90 Days-      45
                                                                           Multi-Eng -        3

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A NIGHT VFR APPROACH TO A STRANGE AIRPORT THE ACFT STRUCK POWER LINES LOCATED ONE-HALF MILE FROM THE
END OF THE RWY. THE PLT STATED THAT SHE WAS UNAWARE OF THE WIRES & WAS NOT AWARE THAT HER ACFT HAD COLLIDED
WITH THEM UNTIL HER FORWARD PROGRESS WAS HALTED AND HER ACFT STRUCK THE GROUND. WHEN SHE EXITED THE ACFT AFTER
THE ACCIDENT SHE WAW THE WIRES WRAPPED AROUND THE NOSE GEAR AND REALIZED WHAT HAD HAPPENED. THE POWER LINE,
WHICH IS 30 FEET ABOVE THE GROUND, IS NOT MARKED WITH OBSTRUCTION LIGHTS.

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Brief of Accident (Continued)

File No. - 354 4/12/85 PHILLIPSBURG,OH A/C Reg. No. N55211 Time (Lcl) - 2013 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. -  353       4/20/85    COLUMBUS,OH                A/C Reg. No. N4145U          Time (Lcl) - 1233 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL                Fatal    Serious    Minor    None
    Type of Operation          -INSTRUCTIONAL                    Fire                 Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 91                          NONE               Pass     0         0         0        0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150O
    Landing Gear   - TRICYCLE-FIXED              Eng Make/Model - CONT MOTOR O-200 SERIES   ELT Installed/Activated - YES/NO
    Max Gross Wt   -    1600                     Number Engines -  1                            Stall Warning System - YES
    No. of Seats   -       2                     Engine Type    - RECIPROCATING-CARBURETOR
                                                 Rated Power    -     100 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NWS                        Last Departure Point                     ON AIRPORT
      Method         - UNK/NR                       SAME AS ACC/INC
      Completeness   - UNK/NR                    Destination                             Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                         PORT COLUMBUS
      Wind Dir/Speed- 280/007 KTS                                                           Runway Ident      - 28
      Visibility     -     7.0   SM              ATC/Airspace                               Runway Lth/Wid    -  6000/  150
      Lowest Sky/Clouds  -     4500 FT SCATTERED   Type of Flight Plan - NONE               Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance   - VFR                Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     27              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       STUDENT                                  Current         - N/A       Total       -    256         Last 24 Hrs -      12
                                                Months Since    - N/A       Make/Model-     256          Last 30 Days- UNK/NR
                                                Aircraft Type   - N/A       Instrument-      12          Last 90 Days-     168

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE LANDING ROLL THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY WHERE THE NOSE GEAR COLLAPSED. SKID MARKS
WERE FOUND ON THE RWY WHERE THE PLT ATTEMPTED REMEDIAL ACTION BY APPLYING BRAKES.
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Brief of Accident (Continued)

File No. - 353   4/20/85   COLUMBUS,OH   A/C Reg. No. N4145U   Time (Lcl) - 1233 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EXPERIENCE - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 327 3/17/85 DUFUR,OR A/C Reg. No. N5326 Time (Lcl) - 0950 PST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

----Aircraft Information----

Make/Model - GRUMMAN G-164-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - PRATT&WHITNEY R-1340
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DUFUR,OR
Destination
DUFUR,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
NONE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2400
Make/Model- 200
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

A LOSS OF POWER OCCURRED DURING AERIAL APPLICATION AND A FORCED LANDING WAS MADE ONTO A FIELD. THE RIGHT MAIN GEAR SANK INTO A HOLE AND WAS TORN OFF. THE ACFT THEN FLIPPED INVERTED. THE THROTTLE LEAKAGE WAS FOUND TO BE BROKEN.

Brief of Accident (Continued)

File No. - 327 3/17/85 DUFUR,OR A/C Reg. No. N5326 Time (Lcl) - 0950 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
1. THROTTLE/POWER LEVER,LINKAGE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 324 5/19/85 EUGENE,OR A/C Reg. No. N37993 Time (Lcl) - 1440 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0
Other	0	2	2	0

----Aircraft Information----

Make/Model - RINGSDORF-MCCONNELL VARI-EZE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1110
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
EUGENE,OR
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2925
Make/Model- 594
Instrument- 26
Last 24 Hrs - 2
Last 30 Days- 16
Last 90 Days- 24

Instrument Rating(s) - NONE

----Narrative----

THE ACFT HAS A FUSELAGE FUEL TANK WHICH HOLDS ONLY TWO GALLONS AS WELL AS TWO WING FUEL TANKS. THE PILOT DEPARTED THE AIRPORT ON THE FUSELAGE TANK AND THE ENGINE CEASED OPERATING BEFORE HE REALIZED HE NEEDED TO CHANGE THE FUEL SELECTOR. AN UNSUCCESSFUL RESTART WAS ATTEMPTED FOLLOWED BY A FORCED LANDING STRAIGHT AHEAD INTO TREES.

Brief of Accident (Continued)

File No. - 324   5/19/85   EUGENE,OR   A/C Reg. No. N37993   Time (Lcl) - 1440 PDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   MANEUVERING

Finding(s)
1. FUEL TANK SELECTOR POSITION - NOT FOLLOWED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 270 1/07/85 NORTH EAST,PA A/C Reg. No. N91046 Time (Lcl) - 2030 EST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -CARROLL AIR SERVICE INC.
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA C207
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3800
No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 2[illegible]0/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Visio - NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary
Last Departure Point
ROCHESTER,NY
Destination
ERIE,PA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND,SE SEA

Age - 49
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	11508	Last 24 Hrs -	9
Make/Model-	4248	Last 30 Days-	UNK/NR
Instrument-	682	Last 90 Days-	373
Multi-Eng -	182		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A GRAPE VINEYARD. THE PLT STATED THAT A TTL LOSS OF PWR OCCURRED DURING AN APCH TO ERIE INT'L ARPT WHILE PASSING THROUGH 3200 FT MSL. THE PLT PERFORMED EMERGENCY PROCEDURES AND WAS ABLE TO REGAIN PARTIAL PWR WHICH WAS INSUFFICIENT TO MAINTAIN ALT. THE PLT REPORTED THAT THE LOSS OF PWR OCCURRED DUE TO A FAILURE OF THE ENG DRIVEN FUEL PUMP. HE CONTINUED TO STATE THAT A BLOCKAGE IN THE FUEL LINE PREVENTED THE AUX FUEL PUMP FROM OPERATING NORMALLY.

File No. - 270 1/07/85 NORTH EAST,PA A/C Reg. No. N91046 Time (Lcl) - 2030 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH

Finding(s)
1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety board
Washington, D.C. 20594

Brief of Accident

File No. - 271 1/16/85 FRANKLIN,PA A/C Reg. No. N5497P Time (Lcl) - 1515 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ERIE,PA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
FRANKLIN
Runway Ident - 27
Runway Lth/Wid - 2400/ 150
Runway Surface - SNOW
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1015
Make/Model- 367
Instrument- 128
Multi-Eng - 216

Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 151

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT EXPERIENCED A NOSE GEAR COLLAPSE DURING A LANDING IN DEEP SNOW AT FRANKLIN CENTER ARPT AFTER A PARTIAL LOSS
OR PWR. THE CFI AND STUDENT WERE PRACTICING APCH TO LANDING STALL RECOVERY WHEN THE ENG FAILED TO PRODUCE FULL PWR.
THERE WAS UNSUFFICIENT PWR TO MAINTAIN ALT, SO THE CFI DECIDED TO LAND AT FRANKLIN CENTER. WHEN THE ACFT TOUCHED DOWN
THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP. PARTIAL PWR WAS MAINTAINED THROUGHOUT THE LANDING. THE PLT STATED
THE RWY WAS COVERED WITH APRX 1 FOOT OF SNOW.

Brief of Accident (Continued)

File No. - 271   1/16/85   FRANKLIN,PA   A/C Reg. No. N5497P   Time (Lcl) - 1515 EST

Occurrence #1   LOSS OF POWER
Phase of Operation   MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SNOW COVERED
3. POWER ON LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

     File No. - 265       1/21/85    JOHNSTOWN,PA                A/C Reg. No. N212NE            Time (Lcl) - 1003 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                    Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation           -POSITIONING                   Fire                Crew     0        0        0        2
    Flight Conducted Under      -14 CFR 91                      NONE               Pass     0        0        0        0
    Accident Occurred During    -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GATES LEARJET 25D            Eng Make/Model - GEN. ELEC. GECJ610-6     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -   15000                      Engine Type     - TURBOJET
    No. of Seats   -      10                      Rated Power     -    2950 LBS THRUST
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
    Wx Briefing        - FSS                      Last Departure Point                   ON AIRPORT
      Method           - ACFT RADIO                 SAME AS ACC/INC
      Completeness     - WEATHER NOT PERTINENT    Destination                          Airport Data
    Basic Weather      - IMC                        CAMDEN,SC                              JOHNSTOWN
      Wind Dir/Speed- 250/018 KTS                                                          Runway Ident     - 33
      Visibility       -      1.000 SM          ATC/Airspace                               Runway Lth/Wid   -  5486/  150
      Lowest Sky/Clouds  -        1000 FT         Type of Flight Plan - IFR                Runway Surface   - ASPHALT
      Lowest Ceiling           -  1000 FT OVERCAST Type of Clearance  - IFR                Runway Status    - SNOW - CRUSTED
      Obstructions to Vision- BLOWING SNOW        Type Apch/Lndg      - NONE
      Precipitation            - SNOW
      Condition of Light       - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     25              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
       ATP                                    Current      - YES         Total      -  3186        Last 24 Hrs -       1
       SE LAND,ME LAND,SE SEA                 Months Since -  6          Make/Model -   740        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument -   425        Last 90 Days-     190
                                                                         Multi-Eng  -  1562

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT OVERRAN THE END OF RWY 33 DURING AN ABORTED TAKEOFF. DURING THE TAKEOFF GROUND RUN THE ACFT INADVERTENTLY
BECAME AIRBORNE AT AN AIRSPEED BWT 80-150 KTS AND ASCENDED TO AN ALT OF APRX 30 FT AGL. THE PLT CORRECTED FOR LEFT YAW
WHICH WAS PRESENT AND DECIDED TO ABORT THE TAKEOFF. THE ACFTCAME TO REST APRX 3500 FT FROM THE END OF THE RWY.
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File No. - 265 1/21/85 JOHNSTOWN,PA A/C Reg. No. N212NE Time (Lcl) - 1003 EST

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 263 2/17/85 JEANNETTE,PA A/C Reg. No. N69142 Time (Lcl) - 1330 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
BOQUET AIRPARK
Runway Ident - 19
Runway Lth/Wid - 2600/ 35
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 26
Make/Model- 25
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 6

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS PRACTICING TAKEOFFS AND LANDINGS WHEN ON THE SECOND LANDING THE ACFT BOUNCED. THE ACFT DRIFTED LEFT OF THE CENTERLINE AND LANDED WITH THE LEFT MAIN GEAR IN SOFT, WET SNOW. THE ACFT CONTINUED TO ROLL OVER THE SNOW FOR APRX 200 FT WHERE IT NOSED OVER AFTER CONTACTING AN AREA OF MUD.

Brief of Accident (Continued)

File No. - 263 2/17/85 JEANNETTE,PA A/C Reg. No. N69142 Time (Lcl) - 1330 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 293 4/20/85 CONNELLSVILLE,PA A/C Reg. No. N39322 Time (Lcl) - 1445 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries		
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ISTVANICK ZIPPPY SPORT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 784
No. of Seats - 1

Eng Make/Model - REVEMASTER SAA CITRUEN
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 32 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CONNELLSVILLE
Runway Ident - 23
Runway Lth/Wid - 3840/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 69
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3800
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CONTACTED TREES FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. PLT STATED HE PERFORMED 3 HIGH SPEED TAXI RUNS DURING WHICH THE ACFT AND ENG OPERATED NORMALLY. WITNESSES STATED THE ACFT BECAME AIRBORNE ON THE 4TH TAXI RUN, CLIMBED TO APRX 75 FT AGL AND BEGAN LOSING ALT WHEN A LEFT TURN TO DOWNWIND WAS ENTERED. INSPECTION OF THE ACFT DISCLOSED THE 2 POSITION FUEL SELECTOR VALVE WAS STIFF TO MOVE. REMOVAL OF THE SELECTOR VALVE REVEALED THE ROTATING SHAFT SEAL GASKET HAD DETERIORATED BLOCKING APRX 50% OF THE INLET FUEL FLOW AND APRX 60-65% OF THE OUTLET FUEL FLOW. THIS WAS THE 1ST FLT OF THE EXPERIMENTAL HOMEBUILT ACFT.

Brief of Accident (Continued)

File No. - 293 4/20/85 CONNELLSVILLE,PA A/C Reg. No. N39322 Time (Lcl) - 1445 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,SELECTOR VALVE - BLOCKED(PARTIAL)
2. FLUID,FUEL - STARVATION
3. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. TERRAIN CONDITION - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                               Washington, D C. 20594

                                 Brief of Accident

     File No. - 242      5/04/85    AUBURN CENTER,PA        A/C Reg. No. N6851H          Time (Lcl) - 1000 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor   None
     Type of Operation         -PERSONAL                      Fire                 Crew      1        0        0      0
     Flight Conducted Under    -14 CFR 91                      NONE                Pass      0        0        0      1
     Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172M               Eng Make/Model  - LYCOMING O-320-A2D        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt   -    2300                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power     -     150 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  OFF AIRPORT/STRIP
       Method         - N/A                         CALDWELL,PA
       Completeness   - N/A                      Destination                          Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                     FRANK GOMBERG ARPT.
       Wind Dir/Speed- 230/010 KTS                                                      Runway Ident      - N/A
       Visibility     -   20.0   SM              ATC/Airspace                           Runway Lth/Wid    -  1732/  150
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE           Runway Surface    - GRASS/TURF
       Lowest Ceiling          - NONE              Type of Clearance   - NONE           Runway Status     - WET
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN                       SOFT
       Precipitation           - NONE                                    GO AROUND
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      42              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current          - YES      Total       -   1774      Last 24 Hrs -       1
         SE LAND                                Months Since  -  4           Make/Model-      64      Last 30 Days-      20
                                                Aircraft Type - C-172        Instrument-       4      Last 90 Days-      73

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ATTEMPTED LANDING ON A NON-CERTIFICATED STRIP, PLT ATTEMPTED A GO AROUND. THE ACFT STRUCK A GROUNDING CABLE
WHICH WAS STRETCHED BETWEEN TWO TELEPHONE POLES NEAR THE END OF THE AIRSTRIP. THE ACFT THEN TRAVELED APRX 120 FT
BEFORE CONTACTING TREES. WHEN LANDING TO THE NORTH, THE AIRSTRIP HAS AN APRX 5 DEG UPSLOPE.
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                              Brief of Accident (Continued)

      File No. -  242        5/04/85    AUBURN CENTER,PA            A/C Reg. No. N6851H             Time (Lcl) - 1000 EDT
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Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     APPROACH - GO-AROUND (VFR)

Finding(s)
  1. WEATHER CONDITION - TAILWIND
  2.    JUDGEMENT - POOR - PILOT IN COMMAND
  3. OBJECT - WIRE,STATIC
  4.    CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     APPROACH - GO-AROUND (VFR)
-------------------    ---------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  5. OBJECT - TREE(S)
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1
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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. - 272        4/19/85    COLUMBIA,SC              A/C Reg. No. N8047P          Time (Lcl) - 2220 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-COMMUTER                         Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation          -BUSINESS                        Fire                   Crew     0        0        0        1
   Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0        0        0        3
   Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-32R-301          Eng Make/Model - LYCOMING IO-540-K1G5D     ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt   -    6500                   Engine Type    - RECIP-FUEL INJECTED
   No. of Seats   -       7                   Rated Power    -     300 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                   ON AIRPORT
      Method         - TELEPHONE                  SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT    Destination                          Airport Data
    Basic Weather    - VMC                        GREENVILE,SC                         COLUMBIA METRO
      Wind Dir/Speed- 230/006 KTS                                                      Runway Ident      - 11
      Visibility     -    10.0   SM           ATC/Airspace                             Runway Lth/Wid    -  8200/  150
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - IFR              Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - IFR              Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DUSK
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     24         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                          Current         - YES       Total        -   1875        Last 24 Hrs -       6
        SE LAND,ME LAND                     Months Since    - 23        Make/Model-       181        Last 30 Days- UNK/NR
                                            Aircraft Type   - UNK/NR    Instrument-       263        Last 90 Days-     100
                                                                        Multi-Eng -       325

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING TAKEOFF THE RIGHT MAIN GEAR STRUCK A LARGE DOG WHICH RAN ONTO THE RWY. THE TAKEOFF WAS
CONTINUED & THE PLT CIRCLED THE ARPT FOR 2 HRS TO BURN OFF EXCESS FUEL BEFORE PERFORMING A LDG WITH THE NOSE GEAR & THE
LEFT MAIN LDG GEAR RETRACTED. THE RIGHT LDG GEAR WAS BROKEN AS A RESULT OF THE COLLISION WITH THE DOG.
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Brief of Accident (Continued)

File No. - 272 4/15/85 COLUMBIA,SC A/C Reg. No. N8047P Time (Lcl) - 2220 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - ANIMAL(S)
2. LIGHT CONDITION - DUSK
3. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 380      4/19/85    SALUDA,SC                A/C Reg. No. N1819V           Time (Lcl) - 1400 EST
-------------------------------------------------------------------------------------------------------------------
--- Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                     Fire                  Crew     0        0         0       1
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass     0        0         0       0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 120                Eng Make/Model - CONTINENTAL C-85-12      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1450                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power    -      85 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                       SALUDA,SC
      Completeness    - N/A                    Destination                            Airport Data
    Basic Weather     - VMC                       LANCASTER,SC                          ETHRIDGE
      Wind Dir/Speed- 360/006 KTS                                                       Runway Ident     - N/A
      Visibility     -    12.0   SM            ATC/Airspace                             Runway Lth/Wid   -  1800/   50
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE               Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     54           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current       - YES        Total      -     494        Last 24 Hrs -        1
        SE LAND                                 Months Since  - 21         Make/Model-      494        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-        4        Last 90 Days-       13

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ATTEMPTED A TAKEOFF WITH THE CARB HEAT IN THE "ON" POSITION. ACCORDING TO THE PLT, DURING INITIAL CLIMB
THE ACFT LOST POWER AND HE WAS UNABLE TO MAINTAIN ALTITUDE. THE PLT MADE A FORCED LANDING IN A PASTURE ABOUT 1 MI.
FROM THE AIRPORT.

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Brief of Accident (Continued)

File No. - 380 4/19/85 SALUDA,SC A/C Reg. No. N1819V Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. CHECKLIST - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

  File No. -  337      4/25/85    HILTON HEAD,SC            A/C Reg. No. N679BL            Time (Lcl) - 1730 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                  Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                      Fire               Crew      0         0          0         1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0         0          0         2
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 58                      Eng Make/Model - CONTINENTAL IO-520-CB    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    5400                       Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                       Rated Power     -     285 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           SAVANNAH,GA
      Completeness   - N/A                        Destination                              Airport Data
    Basic Weather    - VMC                           SAME AS ACC/INC                          HILTON HEAD
      Wind Dir/Speed - 180/006 KTS                                                            Runway Ident      - 21
      Visibility     -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid    -   3700/    75
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - VFR                  Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - UNK/NR
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     56              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                              Current        - YES         Total      -   2276         Last 24 Hrs -        4
        SE LAND,ME LAND                         Months Since   - 20          Make/Model-      98         Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR      Instrument-     489         Last 90 Days-       54
                                                                             Multi-Eng -     862

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT THE LANDING GEAR SELECTOR WAS PLACED IN THE DOWN POSITION WHILE ON DOWNWIND FOR LDG &
UPON TOUCHDOWN THE LANDING GEAR COLLAPSED. POST CRASH EXAMINATION OF THE LANDING GEAR FAILED TO DISCLOSE ANY
MECHANICAL FAILURE OR MALFUNCTION OF THE LANDING GEAR SYSTEM. THE LANDING GEAR WAS EXTENDED AND RETRACTED
BOTH ELECTRICALLY AND MANUALLY WITH NO DESCREPANCIES NOTED.

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Brief of Accident (Continued)

File No. - 337 4/25/85 HILTON HEAD,SC A/C Reg. No. N679BL Time (Lcl) - 1730 EST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 322   5/01/85   NO.MYRTLE BCH,SC   A/C Reg. No. N5292G   Time (Lcl) - 1016 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - BANNER TOW
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONT MOTOR O-470 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 130/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
GRAND STRAND
Runway Ident - 05
Runway Lth/Wid - 5996/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 955
Make/Model - 35
Instrument - 38
Multi-Eng - 75
Last 24 Hrs - 6
Last 30 Days - UNK/NR
Last 90 Days - 100

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER A BANNER PICKUP THE PLT WAS INSTRUCTED BY COMPANY GROUP AND CREW TO RELEASE THE BANNER DUE TO A FOULED PICKUP. THE BANNER WAS RELEASED DURING A STEEP CLIMB OUT ALTITUDE. AS THE BANNER WAS RELEASED THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & CRASHED ON THE WEST SIDE OF RWY 05. THE UNINJURED PLT WAS REMOVED FROM THE ACFT BY GROUND PERSONNEL & THE ACFT WAS DESTROYED BY POST CRASH FIRE.

File No. - 322 5/01/85 NO.MYRTLE BCH,SC A/C Reg. No. N5292G Time (Lcl) - 1016 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TERRAIN CONDITION - GROUND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 239   3/19/85   WESBTER,SD   A/C Reg. No. N7979B   Time (Lcl) - 1500 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 220/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
WEBSTER
Runway Ident - 19
Runway Lth/Wid - 1800/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 35
Make/Model - 35
Instrument - 0
Last 24 Hrs - 3
Last 30 Days - UNK/NR
Last 90 Days - 11

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT MADE A TOUCH AND GO LANDING ON A GRASS RUNWAY. THE AIRPLANE BOUNCED 6 FEET IN THE AIR DURING LANDING AND A GO AROUND WAS INITIATED. THE AIRPLANE WAS THEN ON A COLLISION COURSE WITH AIRPORT OBSTACLES. THE PILOT INITIATED A LEFT TURN, THE AIRCRAFT STALLED AND IMPACTED THE GROUND. THE STUDENT PILOT SAID THE INITIAL LANDING BOUNCE WAS A RESULT OF CROSSING A DRAINAGE DITCH IN THE RUNWAY.

Brief of Accident (Continued)

File No. - 238   3/19/85   WESBTER,SD   A/C Reg. No. N7979B   Time (Lcl) - 1500 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 284   5/21/85   CLAIRE CITY,SD   A/C Reg. No. N2382Y   Time (Lcl) - 0715 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-36
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-D1CD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SISSETON,SD
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 8200
Make/Model- 7000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 55
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH POWER LINES DURING AN AERIAL APPLICATION FLT. THE POWER LINES WERE LOCATED IN THE MIDDLE OF THE FIELD BEING SPRAYED AND DURING THE LAST SPRAY RUN, WHILE FLYING INTO THE SUN, THE ACFT CONTACTED THE LINES.

File No. - 284 5/21/85 CLAIRE CITY,SD A/C Reg. No. N2382Y Time (Lcl) - 0715 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. -  230       2/02/85    HARTFORD,TN              A/C Reg. No. N8572G          Time (Lcl) - 1425 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                         Fire              Crew      0        1        0        0
    Flight Conducted Under     -14 CFR 91                         NONE             Pass      0        0        1        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 150F                 Eng Make/Model - CONTINENTAL O-200          ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED              Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt  -    1650                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -    2                        Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - IN PERSON                    BRISTOL,TN
       Completeness   - FULL                      Destination                              Airport Data
     Basic Weather    - IMC                          KNOXVILLE,TN
       Wind Dir/Speed- 280/014 KTS                                                            Runway Ident     - N/A
       Visibility     -    3.000 SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -                        Type of Flight Plan - NONE                 Runway Surface   - N/A
       Lowest Ceiling          -   800 FT BROKEN   Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     23              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                            Current       - YES        Total       -     90        Last 24 Hrs - UNK/NR
         SE LAND                            Months Since  -  1         Make/Model-       60        Last 30 Days- UNK/NR
                                            Aircraft Type - C-150      Instrument-        0        Last 90 Days-      28

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS INFORMED DURING WX BRIEFING THAT VFR WAS NOT RECOMMENDED BECAUSE OF LOW CLOUDS. PLT ELECTED TO TAKEOFF
AND FOLLOW I-90, HOWEVER, WX CONDITIONS WERE POOR AND PLT EXECUTED A CLIMB TO 10000 FT TO CLEAR THE CLOUD LAYER.
WHILE EN ROUTE THE PLT TUNED TO THE ASHVILLE VOR AND TRACKED TO A LOCATION HE THOUGHT WAS IN THE VICINITY OF THE
ARPT. A DESCENT WAS MADE THROUGH BREAKS IN THE CLOUDS TO 5500 FT. THE DESCENT WAS THEN CONTINUED TO 4000 FT WHERE
THE PLT APPLIED POWER AND THE ACFT CONTACTED A MOUNTAIN.
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File No. - 230   2/02/85   HARTFORD,TN   A/C Reg. No. N8572G   Time (Lcl) - 1425 EST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. OBJECT - LOW CEILING
2. WEATHER OBSERVATION - DISREGARDED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 335 3/02/85 MADISONVILLE,TN A/C Reg. No. N4654 Time (Lcl) - 1554 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AGRICULTURAL
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN AG-CAT-G-114
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - P&W R985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MADISONVILLE,TN
Destination
MADISONVILLE,TN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - G-164

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 4000
Make/Model- 250
Instrument- 83
Last 24 Hrs - 20
Last 30 Days- 25
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CRASHED IN AN OPEN PASTURE AFTER LOSS OF POWER FOLLOWING A TAKEOFF FROM AN ADJACENT PASTURE. THE ACFT HAD EXPEREINCED A POWER LOSS A FEW MINUTES EARLIER WHICH HAD FORCED THE PLT TO MAKE AN EMERGENGY LNDG. AFTER GRND CHECKING THE POWERPLANT THE PLT DECIDED TO MAKE A 2ND ATTEMPT AT FLYING. THE 2ND TAKEOFF RESULTED IN A PWR LOSS AND THE 2ND FORCED LNDG ENDED IN AN ACCIDENT. THE PLT REPORTED AFTER THE ACCIDENT THAT MISSING ENG PROBLEMS HAD OCCURED ON OTHER OCCASIONS PRIOR TO THE MALFUNCTIONS ON THIS DAY. THE DESTRUCTION OF THE ENG BY FIRE FOLLOWING THE CRASH PRECLUDED A COMPLETE ENG EXAM TO FIRMLY ESTABLISH A REASON FOR THE ENG MALFUNCTIONS. THE PLT REPORTED THAT HE"DUMPED" THE ACFT DURING LNDG INTO A FENCE TO AVOID HITTING PEOPLE ON AN ADJACENT GOLF COURSE. HE ALSO SAID HE SHOULD HAVE DUMPED THE"AG"LOAD & STOPPED TO THINK BEFORE A TAKEOFF OF THIS NATURE. THE ENG HAD ONLY OPERATED 20 FLT HRS SINCE INSPECTION.

Brief of Accident (Continued)

File No. - 335 3/02/85 MADISONVILLE,TN A/C Reg. No. N4654 Time (Lcl) - 1554 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
5. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. OBJECT - FENCE
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 310       3/07/85    MEMPHIS,TN                A/C Reg. No. N6489M          Time (Lcl) - 0933 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation          -INSTRUCTIONAL                   Fire                Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                        NONE               Pass     0        0        0       0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     2                     Rated Power    -     110 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                           Airport Proximity
    Wx Briefing      - UNK/NR                     Last Departure Point                ON AIRPORT
      Method         - ACFT RADIO                   SAME AS ACC/INC
      Completeness   - UNK/NR                    Destination                        Airport Data
    Basic Weather    - VMC                          LOCAL                             MEMPHIS INTERNATIONAL
      Wind Dir/Speed- 170/010 KTS                                                     Runway Ident     - 27
      Visibility     -    20.0   SM             ATC/Airspace                          Runway Lth/Wid   -  8926/  150
      Lowest Sky/Clouds  -     5500 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
      Lowest Ceiling      - 25000 FT OVERCAST     Type of Clearance   - NONE          Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation       - NONE                                        FULL STOP
      Condition of Light  - UNK/NR
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     67            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
       STUDENT                                  Current       - N/A       Total       -     28        Last 24 Hrs -       3
                                                Months Since  - N/A       Make/Model-       27        Last 30 Days- UNK/NR
                                                Aircraft Type - N/A       Instrument-        0        Last 90 Days-      14

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT BOUNCED DURING LNDG IN 10KT X-WIND. THE STU PLT WAS ON HIS 3RD UNSUPVR SOLO. THE ACFT WENT OFF THE RWY ON THE
RT SIDE & COLLAPSED THE NOSE LNDG GEAR. THE STUDENT HAD 28 HRS TOTAL FLT TIME WITH A LOGBOOK RESTRICTION ENTERED BY
HIS INSTRUCTOR TO RESTRICT LNDGS TO 12KT WIND WITH A MAX X-WIND COMPONENT OF 8KTS.
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Brief of Accident (Continued)

File No. - 310 3/07/85 MEMPHIS,TN A/C Reg. No. N6489M Time (Lcl) - 0933 CST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT USED - PILOT IN COMMAND
7. IMPROPER DECISION,EXPECTANCY - PILOT IN COMMAND
8. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 334 3/16/85 ERIN,TN A/C Reg. No. N73DB Time (Lcl) - 1445 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SIGHTSEEING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1

----Aircraft Information----

Make/Model - BELL DAYTONA BEACH AVIAT 47G
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
UNK/NR

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - UNK/NR

Age - 24
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1154
Make/Model- 75
Instrument- 164
Multi-Eng - 17

Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 32
Rotorcraft - 1064

----Narrative----

AFTER A POWER LOSS AT LOW ALT. DURING APPROACH TO TOUCHDOWN,THE PILOT BLED OFF ROTOR RPM ATTEMPTING TO CLEAR POWER LINES ACROSS HIS APPROACH PATH. THIS RESULTED IN A LACK OF ROTOR ENERGY NECESSARY FOR AN AUTOROTAITON LANDING. A HARD LANDING RESULTED. CARBURETOR HEAT WAS NOT USED EXCEPT DURING INITIAL RUNUP AND WEATHER CONDITIONS WERE FAVORABLE FOR CARBURETOR ICE FORMATION.

Brief of Accident (Continued)

File No. - 334   3/16/85   ERIN,TN   A/C Reg. No. N73DB   Time (Lcl) - 1445 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. -  309       4/18/85    ELIZABETHTON,TN            A/C Reg. No. N86756           Time (Lcl) - 1115 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0        0
    Accident Occurred During   -LANDING                                               Other     0        0        0        1
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELLANCA 8GCBC              Eng Make/Model - LYCOMING O-360-C2A      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1800                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                      Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                   ON AIRPORT
       Method         - TELEPHONE                  SAME AS ACC/INC
       Completeness   - FULL                     Destination                          Airport Data
     Basic Weather    - IMC                        LOCAL                                 ELIZABETHTON
       Wind Dir/Speed- 220/008 KTS                                                       Runway Ident     - 40
       Visibility     -    20.0   SM           ATC/Airspace                              Runway Lth/Wid   -  4000 -UNK/NR
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE              Runway Surface   - MACADAM
       Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                            Current          - YES      Total      -    813         Last 24 Hrs -       1
          SE LAND                               Months Since  -  3          Make/Model-      50         Last 30 Days- UNK/NR
                                                Aircraft Type - 8GCBC       Instrument-      0          Last 90 Days-      31


          Instrument Rating(s)  - NONE
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----Narrative----
PILOT LOST DIRECTIONAL CONTROL DURING LANDING AND SKIDDED OF THE LEFT SIDE OF RUNWAY. PILOT REPORTED WINDSHIFT.

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Brief of Accident (Continued)

File No. - 309 4/18/85 ELIZABETHTON,TN A/C Reg. No. N86756 Time (Lcl) - 1115 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - DITCH
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 207 4/20/85 ARLINGTON,TN A/C Reg. No. N7406W Time (Lcl) - 1130 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING LO-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ROSSVILLE,TN
Destination
ARLINGTON,TN

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
ARLINGTON AIRPORT
Runway Ident - 33
Runway Lth/Wid - 3800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - NO
Months Since - 25
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - UNK/NR
Make/Model- 97
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT OVERRAN THE RWY DURING LANDING AND CONTACTED A DITCH. A LEFT QUARTERING TAILWIND WAS PRESENT AT THE TIME OF THE LANDING.

Brief of Accident (Continued)

File No. - 207 4/20/85 ARLINGTON,TN A/C Reg. No. N7406W Time (Lcl) - 1130 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 397 1/08/85 SALT LAKE CITY,UT A/C Reg. No. N2681B Time (Lcl) - 0627 MST

----Basic Information----
Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -REGIONAL EXPRESS CO
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----
Make/Model - CESSNA 404
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8400
No. of Seats - 2

Eng Make/Model - CONTINENTAL GTSIO-520-M2B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/003 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
IDAHO FALLS,ID

ATC/Airspace
Type of Flight Plan - VFR/IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
SALT LAKE CITY INT'L
Runway Ident - 34L
Runway Lth/Wid - 12000/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - WET

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----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 402/404

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3341
Make/Model- 89
Instrument- 249
Multi-Eng - 1135
Last 24 Hrs - 1
Last 30 Days- 16
Last 90 Days- 129

Instrument Rating(s) - AIRPLANE

----Narrative----
THE PLT DEPARTED RWY 34L AT SALT LAKE CITY INTERNATIONAL AIRPORT IN IMC. THERE WAS MODERATE SNOWFALL AT THE TIME. THE PLT SAID THAT SHORTLY AFTER LIFING OFF, AT AN ALT OF APRX 200 FEET AGL, BOTH ENGINES BEGAN RUNNING ROUGH. ALL ENG INSTRUMENTS WERE SAID TO BE NORMAL. THE PLT SAID HE APPLIED ALTERNATE AIR BUT OBSERVED NO CHANGE AND CLOSED HEM. THE AIRPLANE BEGAN LOSING ALT AND THE STALL WARNING HORN WAS SOUNDING. THE PLT MADE A GEAR-UP LANDING ABOUT 500 FEET TO THE RIGHT OF RWY CENTERLINE AND ABOUT 500 FEET BEYOND THE DEPARTURE END OF RWY 34L. BOTH ENGINES RAN SATISFACTORY DURING A POST-ACCIDENT EXAMINATION. FUEL SAMPLES TAKEN FROM BOTH FUEL TANKS DISCLOSED NO EVIDENCE OF CONTAMINANTS OR WATER.

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     File No. -  397       1/08/85    SALT LAKE CITY,UT          A/C Reg. No. N2681B             Time (Lcl) - 0627 MST
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Occurrence #1          LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. FUEL SYSTEM,RAM AIR - BLOCKED(PARTIAL)
  2.    ANTI-ICE/DE-ICE SYSTEM - NOT MAINTAINED - PILOT IN COMMAND
  3. FUEL SYSTEM,RAM AIR - ICE
  4.    THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  5. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  6.    ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
  7. WEATHER CONDITION - LOW CEILING
  8.    PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
  9. WEATHER CONDITION - OBSCURATION
 10.    JUDGEMENT - INACCURATE - PILOT IN COMMAND
 11. WEATHER CONDITION - SNOW
 12.    PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 13. LIGHT CONDITION - DARK NIGHT
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
 14. TERRAIN CONDITION - GROUND
 15. TERRAIN CONDITION - OPEN FIELD
 16. TERRAIN CONDITION - SNOW COVERED
 17. TERRAIN CONDITION - DIRT BANK
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,6,12

Factor(s) relating to this accident is/are finding(s) 5,7,8,9,10,11,13,14,15,16,17
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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. -  233       1/29/85    SALT LAKE CITY,UT          A/C Reg. No. N615Q            Time (Lcl) - 1430 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                        Fire                  Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0         0         0         1
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH J35                  Eng Make/Model - CONTINENTAL IO-470-C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2900                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       5                    Rated Power    -     250 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NWS                      Last Departure Point                       ON AIRPORT
      Method         - UNK/NR                     SALT LAKE CITY,UT
      Completeness   - WEATHER NOT PERTINENT     Destination                              Airport Data
    Basic Weather    - VMC                        BOUNTIFUL,UT                               SALT LAKE (BOUNTIFUL)
      Wind Dir/Speed- UNK/NR                                                                 Runway Ident      - 34
      Visibility     -     15.0    SM         ATC/Airspace                                   Runway Lth/Wid   -  4700/   70
      Lowest Sky/Clouds  -      CLEAR           Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                   Runway Status    - SNOW - CRUSTED
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                    FULL STOP
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      47             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total        -    1676        Last 24 Hrs -       0
                                                Months Since   - 26        Make/Model-      1676        Last 30 Days-       0
                                                Aircraft Type  - J-35      Instrument-         0        Last 90 Days-      40


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS PRACTICING TOUCH AND GO LANDINGS. HE STATED THE LANDING GEAR COLLAPSED DURING LANDING. INVESTIGATION
REVEALED GEAR DOOR DAMAGE (GEAR INTRANSIT) AND LDG GEAR CIRCUIT BREAKER WAS "POPPED." POST ACCIDENT EXAM OF THE GEAR
SYSTEM FAILED TO REVEAL ANY MECHANICAL FAILURE/ MALFUNCTION WHICH WOULD HAVE PREVENTED NORMAL OPERATION OF THE
LANDING GEAR.

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File No. - 233 1/29/85 SALT LAKE CITY,UT A/C Reg. No. N615Q Time (Lcl) - 1430 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
3. WING,WINGTIP - BUCKLED
4. LANDING GEAR,TIRE - BURST
5. DOOR,LANDING GEAR - BENT
6. DOOR,LANDING GEAR - CHAFED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. - 364       6/01/85    BOUNTIFUL,UT              A/C Reg. No. N8362H            Time (Lcl) - 1810 MDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire                  Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0         0         0         0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AERONA 7AC                   Eng Make/Model - CONTINENTAL OO          ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   - UNK/NR                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -        2                     Rated Power     -      65 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                            Airport Data
    Basic Weather    - VMC                          LOCAL                                  SKY PARK
      Wind Dir/Speed- 340/005 KTS                                                          Runway Ident      - UNK/NR
      Visibility     -     40.0    SM           ATC/Airspace                               Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -       CLEAR             Type of Flight Plan - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                      TOUCH AND GO
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     51            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                Current        - NO        Total      -      99        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - UNK/NR    Make/Model-       2         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-       0         Last 90 Days-       2


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON JUNE 1, 1985, AN AERONCA 7AC, PILOTED BY A PRIVATE PLT, GROUND LOOPED WHILE MAKING A TOUCH AND GO LANDING AT
SKY PARK AIRPORT, BOUNTIFUL, UT. THE PLT STATED THAT HE LOST CONTROL OF THE AIRPLANE. THE WINDS WERE REPORTED TO
BE CALM.

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File No. - 364 6/01/85 BOUNTIFUL,UT A/C Reg. No. N8362H Time (Lcl) - 1810 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TOUCH-AND-GO LANDING - UNCONTROLLED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. - 225       2/19/85    BURKES GARDEN,VA         A/C Reg. No. N2370E             Time (Lcl) - 0900 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               DESTROYED                      Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire                    Crew       1        0        0       0
    Flight Conducted Under     -14 CFR 91                      NONE                   Pass       1        0        0       0
    Accident Occurred During   -CRUISE
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 182R                Eng Make/Model - CONTINENTAL O-470         ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -   3100                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                     Rated Power    -     230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                        OFF AIRPORT/STRIP
      Method        - N/A                           MANASSAS,VA
      Completeness  - N/A                         Destination                               Airport Data
    Basic Weather   - IMC                           SHELBYVILLE,TN
      Wind Dir/Speed- 240/007 KTS                                                              Runway Ident     - N/A
      Visibility    -   25.0   SM               ATC/Airspace                                   Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -                         Type of Flight Plan - NONE                   Runway Surface   - N/A
      Lowest Ceiling          -   200 FT OBSCURED Type of Clearance   - NONE                   Runway Status    - N/A
      Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
      Precipitation         - DRIZZLE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     23          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                Current        - YES     Total       -    205        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   -  1      Make/Model-        5        Last 30 Days-      4
                                               Aircraft Type - C-182R   Instrument-        2        Last 90 Days-      9


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DEPARTED MANASSAS WITHOUT A CURRENT WX BRIEFING OR FILING A FLT PLAN. PLT HAD ALSO LEFT MAPS AND A LIST OF
CHECKPOINTS AT HOME. HIS ROUTE OF FLT WAS INTO AN AREA OF LOW CEILINGS AND VISIBILITY. THE ACFT CRASHED INTO A MOUNTAIN
AT THE 3850 FT LEVEL. WITNESSES IN THE AREA STATED THAT MOUNTAIN TOPS WERE OBSCURED AND VISIBILITY WAS POOR DUE TO
FOG AND DRIZZLE. PLT WAS REPORTEDLY UNDER MENTAL STRESS DUE TO RECENT PERSONAL EVENTS.

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Brief of Accident (Continued)

File No. - 225 2/19/85 BURKES GARDEN,VA A/C Reg. No. N2370E Time (Lcl) - 0900 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - OBSCURATION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - FOG
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  278        1/28/85    ST. CROIX,VI                A/C Reg. No. N555MF            Time (Lcl) - 0908 AST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                  SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                Crew     0         0         0         1
     Flight Conducted Under     -14 CFR 91                        NONE               Pass     0         0         0         1
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-23-250              Eng Make/Model - LYCOMING IO-540-C4B5     ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt    -    5200                      Engine Type     - RECIP-FUEL INJECTED
     No. of Seats    -       4                      Rated Power     -     250 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                               Airport Proximity
     Wx Briefing       - FSS                          Last Departure Point                    OFF AIRPORT/STRIP
       Method          - TELEPHONE                      ST.MAARTEN
       Completeness    - FULL                         Destination                           Airport Data
     Basic Weather     - VMC                            SAME AS ACC/INC
       Wind Dir/Speed- 100/010 KTS                                                            Runway Ident      - N/A
       Visibility    -    15.0   SM                 ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      2000 FT SCATTERED    Type of Flight Plan - IFR                  Runway Surface    - GRASS/TURF
       Lowest Ceiling          - NONE                 Type of Clearance   - IFR                  Runway Status     - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     34            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                              Current       - YES        Total       -   3167          Last 24 Hrs -        1
         SE LAND,ME LAND                         Months Since  - 14         Make/Model-      318          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-      455          Last 90 Days-       32
                                                                            Multi-Eng -     2340

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
WHEN STARTING DESCENT THE PILOT STATED THE RIGHT ENG FAILED & THE PROPELLER FEATHERED BY ITSELF. THE PILOT THEN SWITCHED
THE LEFT FUEL TANK SELECTOR TO THE LEFT AUX TANK. SHORTLY THEREAFTER, THE LEFT ENGINE FAILED. THE PILOT DECLARED A
MAYDAY TO ST. CROIX TWR AND EXECUTED A FORCED LANDING TO A FIELD ON THE SOUTHEAST COAST OF ST. CROIX. DURING THE LANDING
ROLL THE WINGS HIT A FENCE CAUSING SUBSTANTIAL DAMAGE. A NEW PROPELLER WAS PUT ON THE RIGHT ENGINE AFTER RECOVERY AND
BOTH ENGINES AND PROPELLERS PERFORMED NORMALLY.

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Brief of Accident (Continued)

File No. - 278 1/28/85 ST. CROIX,VI A/C Reg. No. N555MF Time (Lcl) - 0908 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. ENGINE ASSEMBLY - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 251        3/25/85    SWANTON,VT                A/C Reg. No. N6024V              Time (Lcl) - 1200 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                       Injuries
                                                                    DESTROYED                     Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                          Fire                     Crew     0        1        0        0
     Flight Conducted Under     -14 CFR 91                          NONE                    Pass     0        0        0        0
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - LAKE LA-4-200             Eng Make/Model - LYCOMING IO-360-A1B      ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2690                   Engine Type     - RECIP-FUEL INJECTED
     No. of Seats    -       4                   Rated Power     -     200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
       Method           - N/A                         AVON,NY
       Completeness     - N/A                      Destination                            Airport Data
     Basic Weather      - VMC                         SWANTON,VT                             FRANKLIN CO.
       Wind Dir/Speed- 330/020 KTS                                                           Runway Ident      - 01
       Visibility     -    45.0   SM               ATC/Airspace                              Runway Lth/Wid    -  3000/   60
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE              Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Status     - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                       FULL STOP
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     57              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current       - UNK/NR    Total       -    1078         Last 24 Hrs -         2
        SE LAND,SE SEA                           Months Since  - UNK/NR    Make/Model-      572         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      103         Last 90 Days-          4

        Instrument Rating(s)  - AIRPLANE
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----Narrative----

DURING NORMAL CRUISE FLT THE PLT BECAME UNABLE TO MOVE THE ELEVATOR CONTROL. THE FLT WAS CONTINUED TO THE PLANNED DESTINATION USING ELEVATOR TRIM FOR PITCH CONTROL. ON FINAL APPROACH TO THE RWY THE ACFT WAS CAUGHT BY A WIND GUST & PITCHED NOSE DOWN. THE PLT WAS UNABLE TO CONTROL THE DESCENT USING ELEVATOR TRIM & UNDERSHOT THE RWY. EXAMINATION OF THE WRECKAGE REVEALED SOLID ICE FORMATIONS IN THE HULL ENCASING THE ELEVATOR CONTROL PUSH-PULL ROD. THE PILOT STATED HE WAS UNABLE TO MOVE THE ELEVATOR CONTROL DURING PREFLIGHT. EXTERNAL HEAT WAS APPLIED, CONTROL MOVEMENT WAS POSSIBLE & THE ACFT MADE A NORMAL TAKEOFF.

Brief of Accident (Continued)

File No. - 251 3/25/85 SWANTON,VT A/C Reg. No. N6024V Time (Lcl) - 1200 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLT CONTROL SYST,ELEVATOR CONTROL - FROZEN
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3 ICE/FROST REMOVAL FROM AIRCRAFT - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. FLT CONTROL SYST,ELEVATOR CONTROL - FROZEN
5. HYDRAULIC SYSTEM - NOT POSSIBLE - PILOT IN COMMAND
6. WEATHER CONDITION - GUSTS

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 294 1/26/85 BICKLETON,WA A/C Reg. No. N4369F Time (Lcl) - 2109 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2447
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 090/020 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
PASCO,WA
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 580
Make/Model- 19
Instrument- 30
Last 24 Hrs - 2
Last 30 Days- 4
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

THE PILOT BEGAN FLIGHT ACTIVITY AT DAWN ON THE DAY OF THE ACCIDENT. WEATHER BRIEFINGS INDICATED MARGINAL CONDITIONS FOR AN AFTERNOON FLIGHT TO ANOTHER CITY, WHICH WAS ACCOMPLISHED WITHOUT INCIDENT. AT 2027 HOURS, WITHOUT UPDATED WEATHER BRIEFING, THE PILOT DEPARTED ON RETURN FLIGHT. RADAR FLIGHT FOLLOWING WAS INITIATED, BUT WAS TERMINATED WHEN THE PILOT COULD NOT MAINTAIN VFR ON ASSIGNED HEADING AND WAS INSTRUCTED TO RESUME OWN NAVIGATION. RADAR INDICATES THAT PRIOR TO THE ACCIDENT THE ACFT WAS PROCEEDING SOUTH AT AN UNKNOWN ALT. INITIAL IMPACT ON OPEN RISING TERRAIN WAS APRX 330 DEGS.

Brief of Accident (Continued)

File No. - 294   1/26/85   BICKLETON,WA   A/C Reg. No. N4369F   Time (Lcl) - 2109 PST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND
7. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
9. TERRAIN CONDITION - RISING
10. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
11. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 295       2/23/85    SEATTLE,WA               A/C Reg. No. N1539U            Time (Lcl) - 1905 PST
-------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                       Fire                  Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0         0         0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA TU206F                 Eng Make/Model - CONTINENTAL TSIO-520-C   ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3600                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   - UNK/NR                        Rated Power    -     285 HP
-------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                   Airport Proximity
      Wx Briefing       - FSS                        Last Departure Point                        ON AIRPORT
        Method          - UNK/NR                       PRINCE RUPERT,UN
        Completeness    - UNK/NR                     Destination                              Airport Data
      Basic Weather    - VMC                           SEATTLE,WA                                BOEING FIELD
        Wind Dir/Speed- 120/010 KTS                                                              Runway Ident      - 13R
        Visibility     -   20.0    SM              ATC/Airspace                                  Runway Lth/Wid    - 10000/  200
        Lowest Sky/Clouds  -       2000 FT           Type of Flight Plan - IFR                   Runway Surface    - GRASS/TURF
        Lowest Ceiling         -   2000 FT BROKEN    Type of Clearance   - IFR                   Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - ILS-COMPLETE
        Precipitation          - NONE                                      FORCED LANDING
        Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      53             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE,COMMERCIAL                      Current          - YES       Total       -   1260         Last 24 Hrs -       8
        SE LAND,ME LAND,SE SEA                  Months Since  -  8           Make/Model-     238          Last 30 Days- UNK/NR
        HELICOPTER                              Aircraft Type - UNK/NR       Instrument-     129          Last 90 Days-      52
                                                                             Multi-Eng -      48          Rotorcraft  -      71

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LANDED SHORT OF RWY 13R AT BOEING FLD FOLLOWING A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE ACFT WAS TOPPED OFF
FOR A TTL OF 108 GALS OF FUEL BEFORE THIS THIRD LEG OF A X-COUNTRY FLT. THE PLT STATED THAT THE ENG CEASED OPERATING
EN ROUTE, HOWEVER, PWR WAS REGAINED WHEN THE FUEL SELECTOR WAS SWITCHED FROM THE RIGHT TO THE LEFT MAIN TANK  WHILE
BEING VECTORED FOR AN ILS APCH TO TACOMA ARPT, THE ENG CEASED OPERATING ONCE AGAIN. UPON BREAKING OUT OF THE OVERCAST
THE PLT SPOTTED BOEING FLT AND ATTEMPTED THE LANDING THERE. BOTH THE LEFT AND RIGHT MAIN AN AUX TANKS WERE FOUND
EMPTY AFTER THE ACCIDENT AND FUEL STAINS WERE VISIBLE BEHIND THE REFUELING CAPS ON BOTH MAIN TANKS. THE RIGHT MAIN
FUEL CAP WAS TESTED AND FOUND TO LEAK SEVERLY. THE LEFT FUEL CAP TESTED NORMAL. AD 84-10-01 WHICH ADDRESSES LEAKAGE
AROUND THE FILLER CAPS WAS REPORTED TO HAVE BEEN COMPLIED WITH 2 DAYS PRIOR TO THE ACCIDENT. THE BLADDER IN THE LEFT
MAIN TANK WAS FOUND STUCK UP AROUND THE NECK OF THE FILLER OPENING.
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      File No. -  295      2/23/85    SEATTLE,WA                A/C Reg. No. N1539U            Time (Lcl) - 1905 PST
--------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     DESCENT

Finding(s)
  1. FLUID,FUEL - EXHAUSTION
  2. FUEL SYSTEM,CAP - LEAK
  3. FUEL SYSTEM,TANK - IMPROPER
  4.   MAINTENANCE,COMPLIANCE WITH AD - POOR - OTHER MAINTENANCE PSNL
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. FLARE - MISJUDGED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 202        4/06/85    MT. VERNON,WA               A/C Reg. No. N41964              Time (Lcl) - 1842 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                   NONE                         Injuries
      Type of Operation          -INSTRUCTIONAL                                          Fatal   Serious   Minor   None
      Flight Conducted Under     -14 CFR 91                        Fire         Crew      0        1        0       0
      Accident Occurred During   -LANDING                          NONE         Pass      0        0        0       0
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - RAVEN R-7
      Landing Gear   - N/A                  Eng Make/Model - N/A              ELT Installed/Activated - NO -N/A
      Max Gross Wt   -    1435              Number Engines - N/A                Stall Warning System - UNK/NR
      No. of Seats   - UNK/NR               Engine Type    - N/A
                                            Rated Power    - N/A
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data
      Wx Briefing      - FSS                Itinerary                            Airport Proximity
        Method         - UNK/NR               Last Departure Point                 OFF AIRPORT/STRIP
        Completeness   - UNK/NR                BURLINGTON,WA
      Basic Weather    - VMC                 Destination                         Airport Data
        Wind Dir/Speed- 330/005 KTS            MT. VERNON,WA
        Visibility    -    50.0   SM                                               Runway Ident     - N/A
        Lowest Sky/Clouds  -    CLEAR       ATC/Airspace                           Runway Lth/Wid   - N/A
        Lowest Ceiling        - NONE          Type of Flight Plan - NONE           Runway Surface   - GRASS/TURF
        Obstructions to Vision- NONE          Type of Clearance   - NONE           Runway Status    - DRY
        Precipitation         - NONE          Type Apch/Lndg      - FULL STOP
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command
       Certificate(s)/Rating(s)              Age -     48            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
         STUDENT                             Biennial Flight Review                Flight Time (Hours)
                                               Current          - N/A       Total      -   8920        Last 24 Hrs -       21
         HELICOPTER                            Months Since     - N/A       Make/Model -     12        Last 30 Days-   UNK/NR
                                               Aircraft Type    - N/A       Instrument -    580        Last 90 Days-       61
                                                                            Multi-Eng  -    300        Rotorcraft  -       46
         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DISCOVERED AFTER A HARD LANDING THAT HIS LEG WAS BROKEN. THIS WAS THE STUDENTS SECOND SOLO IN HOT AIR BALLOONS.
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File No. - 202 4/06/85 MT. VERNON,WA A/C Reg. No. N41964 Time (Lcl) - 1842 EST

Occurrence	HARD LANDING
Phase of Operation	LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 325 5/16/85 TACOMA,WA A/C Reg. No. N8300Z Time (Lcl) - 1530 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-AYM
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/015 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BURLINGTON,WA
Destination
TACOMA,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TACOMA INDUSTRIAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 293
Make/Model- 6
Instrument- 21
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

----Narrative----

THE ENGINE CEASED OPERATIVE WHILE ON RIGHT BASE FOR RWY 35 DUE TO FUEL EXHAUSTION. THE PLT RAN THE LEFT TANK DRY. THE RIGHT TANK CONTAINED FULL FUEL. THE PLT HAD BEEN USED TO FLYING CESSNA'S.

Brief of Accident (Continued)

File No. - 325   5/16/85   TACOMA,WA   A/C Reg. No. N8300Z   Time (Lcl) - 1530 PDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Occurrence #3   UNDERSHOOT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 316       2/11/85    SIREN,WI            A/C Reg. No. N4267U          Time (Lcl) - 1540 CST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage
                                                               SUBSTANTIAL                         Injuries
    Type of Operation          -INSTRUCTIONAL                  Fire                     Fatal   Serious   Minor   None
    Flight Conducted Under     -14 CFR 91                      NONE             Crew      0        0        0      1
    Accident Occurred During   -LANDING                                         Pass      0        0        0      0
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150D          Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED       Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   -    1500              Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2              Rated Power    -    100 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                            Airport Data
     Basic Weather    - VMC                       SAME AS ACC/INC                        BURNETT COUNTY
       Wind Dir/Speed- 340/007 KTS                                                      Runway Ident     - 32
       Visibility     -   50.0   SM            ATC/Airspace                             Runway Lth/Wid   -  3500/  100
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE              Type of Clearance   - NONE             Runway Status    - SNOW - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      23              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        STUDENT                             Current       - N/A         Total       -   167        Last 24 Hrs -      16
                                            Months Since  - N/A         Make/Model-    167        Last 30 Days- UNK/NR
                                            Aircraft Type - N/A         Instrument-      0        Last 90 Days-      99

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOW BANK DURING LANDING. THIS WAS A SOLO STUDENT FLT FOR THE PLT. THE WIND WAS 20 DEGREES
OFF THE RWY HEADING AND VARYING BET 7-12 KTS IN VELOCITY. THE STUDENT REPORTED THAT EITHER MORE BRAKE & AILERON OR
A RUNNING TAKEOFF WOULD HAVE AVOIDED THE SNOW BANK. THE PLT SAID HIS LACK OF EXPERIENCE RESULTED IN THE LOSS OF
DIRECTIONAL CONTROL.
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File No. - 316 2/11/85 SIREN,WI A/C Reg. No. N4267U Time (Lcl) - 1540 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
4. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOWBANK
6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 323       2/17/85     JANESVILLE,WI               A/C Reg. No. N8ME               Time (Lcl) - 1230 CST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage
                                                                                        Injuries
     Type of Operation          -PERSONAL                      SUBSTANTIAL              Fatal   Serious   Minor   None
     Flight Conducted Under     -14 CFR 91                     Fire             Crew      0        0        0       1
     Accident Occurred During   -LANDING                        NONE            Pass      0        0        0       2
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 177RG
     Landing Gear    - TRICYCLE-RETRACTABLE       Eng Make/Model - LYCOMING IO-360-A160     ELT Installed/Activated - YES/NO
     Max Gross Wt    -    2800                    Number Engines -  1                          Stall Warning System - YES
     No. of Seats    -       4                    Engine Type    - RECIP-FUEL INJECTED
                                                  Rated Power    -     200 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRSTRIP
       Method          - N/A                         WEST CHICAGO,IL
       Completeness    - N/A                      Destination                               Airport Data
     Basic Weather     - VMC                         JANESVILLE,WI                             ROCK CO.
       Wind Dir/Speed- 270/014 KTS                                                             Runway Ident      - 31
       Visibility    -     20.0    SM            ATC/Airspace                                  Runway Lth/Wid    -  5396/  150
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan  - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance    - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg       - STRAIGHT-IN
       Precipitation          - NONE                                      FULL STOP
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command
     Certificate(s)/Rating(s)                Age -     36              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        PRIVATE                              Biennial Flight Review                    Flight Time (Hours)
        SE LAND                                 Current          - YES       Total         -    1105        Last 24 Hrs -       5
                                                Months Since   - 17          Make/Model-           7        Last 30 Days- UNK/NR
                                                Aircraft Type - SUNDOWN      Instrument-         118        Last 90 Days-      41
                                                                             Multi-Eng -           1

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOWBANK DURING LNDG. AN INVESTIGATION BY A QUALIFIED A&P MECH FOUND THE LOCK-O-SEAL IN
THE MASTER CYLINDER HAD IMPROPER CLEARANCE. LACK OF PROPER CLEARENCE RESTRICTED RETURN FLOW OF BRAKE FLUID TO THE
RESERVOIR. THIS LED TO LOCKING OF THE BRAKE ON THE LEFT MAIN LNDG GEAR AND A LOSS OF STEERING CONTROL.
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Brief of Accident (Continued)

File No. - 328　　2/17/85　　JANESVILLE,WI　　A/C Reg. No. NONE　　Time (Lcl) - 1230 CST

Occurrence #1　　LOSS OF CONTROL - ON GROUND
Phase of Operation　　LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
4. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2　　IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation　　LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 317 2/25/85 EPHRIAM,WI A/C Reg. No. N15652 Time (Lcl) - 1230 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 225/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MANITOWOC,WI
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
EPHRIAM-FISH CREEK
Runway Ident - 32
Runway Lth/Wid - 2700/ 60
Runway Surface - ASPHALT
Runway Status - DRY
SNOW - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 84
Make/Model- 67
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT BEGAN DRIFTING TO THE RIGHT DURING THE LANDING FLARE. AS THE AIRCRAFT TOUCHED DOWN THE RIGHT WHEEL ENTERED AN AREA OF SLUSH. THE AIRCRAFT THEN SLID OFF THE RUNWAY TO THE RIGHT INTO A SNOWBANK, DAMAGING THE LANDING GEAR AND LEFT WING TIP. THE PILOT STATED THAT FROM THE AIR THE SLUSHY AREA ON THE RUNWAY APPEARED TO BE A DRY DUSTING OF SNOW. A RIGHT STEADY CROSSWIND COMPONENT OF 15 KNOTS EXISTED AT THE TIME OF THE ACCIDENT.

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                              Brief of Accident (Continued)

     File No. - 317      2/25/85     EPHRIAM,WI                  A/C Reg. No. N15652             Time (Lcl) - 1230 CST
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Occurrence #1          HARD LANDING
Phase of Operation     LANDING - ROLL

Finding(s)
  1. TERRAIN CONDITION - SLUSH COVERED
  2.   COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
  3.      IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
  5.      IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
  6.      IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  7.      IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
  8.      IMPROPER USE OF PROCEDURE,EXPERIENCE - PILOT IN COMMAND
  9.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 10.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH OBJECT
Phase of Operation     LANDING - ROLL

Finding(s)
 11. TERRAIN CONDITION - SNOWBANK
 12.   REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4,6,12

Factor(s) relating to this accident is/are finding(s) 1,3,5,8,9,10
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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

     File No. - 346       2/26/85    MARKESAN,WI              A/C Reg. No. N54815            Time (Lcl) - 1815 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation            -PERSONAL                      Fire               Crew       0        0        0        1
    Flight Conducted Under       -14 CFR 91                      NONE              Pass       0        0        0        2
    Accident Occurred During     -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-23-250           Eng Make/Model - LYCOMING IO-540-C4B5     ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt    -    5200                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -      6                    Rated Power    -    250 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing        - FSS                     Last Departure Point                      ON AIRSTRIP
      Method           - TELEPHONE                 BLACK RIVER,WI
      Completeness     - FULL                    Destination                             Airport Data
    Basic Weather      - VMC                       SAME AS ACC/INC                          NOWATZSKI FEILD
      Wind Dir/Speed- 280/020 KTS                                                           Runway Ident     - 27
      Visibility     -    10.0   SM              ATC/Airspace                               Runway Lth/Wid   -  2600/   50
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE                Runway Surface   - GRAVEL
      Lowest Ceiling            3000 FT OVERCAST   Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DUSK
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     37           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                                Current        - YES        Total         -  1775        Last 24 Hrs -       1
       SE LAND,ME LAND                           Months Since   -  6         Make/Model-      308        Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR     Instrument-      328        Last 90 Days-      79
                                                                             Multi-Eng  -     308

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ALTHOUGH THE PILOT BELIEVED HE HAD ENOUGH VISIBILITY TO LAND AT THIS UNLIGHTED AIRFIELD AT DUSK, HE, IN FACT,
ALIGNED THE AIRCRAFT UP APPROXIMATELY 20 FEET TO THE RIGHT OF THE RUNWAY. HE LANDED IN A SHALLOW SNOWBANK THAT
PARALLELED THE ENTIRE LENGTH OF THE RUNWAY. THE NOSE GEAR COLLAPSED SHORTLY AFTER TOUCHDOWN.
------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 346   2/26/85   MARKESAN,WI   A/C Reg. No. N54815   Time (Lcl) - 1815 CST

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - SNOW COVERED
8. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

```
                                 National Transportation Safety Board
                                        Washington, D.C. 20594

                                            Brief of Accident

     File No. - 390        3/06/85     MADISON,WI                  A/C Reg. No. N2365F           Time (Lcl) - 1205 CST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor    None
      Type of Operation          -INSTRUCTIONAL                 Fire                   Crew      0         0         0        1
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0         0        0
      Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - PIPER PA-38-112            Eng Make/Model - LYCOMING O-235-L2C         ELT Installed/Activated - YES/NO
      Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt    -    3600                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats    -       2                    Rated Power    -     112 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing       - FSS                       Last Departure Point                       ON AIRPORT
        Method          - UNK/NR                      SAME AS ACC/INC
        Completeness    - UNK/NR                   Destination                               Airport Data
      Basic Weather     - VMC                         SHEBOYGAN,WI                               DANE COUNTY
        Wind Dir/Speed- 180/013 KTS                                                            Runway Ident      - 22
        Visibility      -    10.0   SM            ATC/Airspace                                 Runway Lth/Wid    -  4699/  100
        Lowest Sky/Clouds  -      2300 FT SCATTERED  Type of Flight Plan - VFR                  Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - VFR                  Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     35               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                       Flight Time (Hours)
         STUDENT                                 Current         - N/A        Total      -    305        Last 24 Hrs -      17
                                                 Months Since    - N/A        Make/Model-     305        Last 30 Days- UNK/NR
                                                 Aircraft Type   - N/A        Instrument-       3        Last 90 Days-     305
                                                                              Multi-Eng -      17

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A SNOWBANK DURING TAKEOFF AFTER THE PLT LOST DIRECTIONAL CONTROL. THE TAKEOFF WAS ATTEMPTED
ON RWY 22. THE WIND WAS FROM 180 DEGREES AT 13 KTS.
-------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 390   3/06/85   MADISON,WI   A/C Reg. No. N2365F   Time (Lcl) - 1205 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
6. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 217   1/18/85   BEAVER,WV   A/C Reg. No. N69938   Time (Lcl) - 1645 EST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -RALEIGH COUNTY FLIGHT SER
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-VO
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1300 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BLOUNTVILLE,TN
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data
RALEIGH-CO MEMORIAL
Runway Ident - 19
Runway Lth/Wid - 6750/ 150
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - COMPACTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2820
Make/Model- 620
Instrument- 200
Multi-Eng - 940

Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT COLLIDED WITH A SNOW BANK DURING LANDING GROUND RUN ON AN ICY RWY. PLTS VISION OBSTRUCTED BY ICE ON WINDSHIELD. ICING WAS ENCOUNTERED ABOUT 10 MINS PRIOR TO LANDING. SIGMET AND PLT REPORTS INDICATED THE PRESENCE OF ICING. THE PLT HAD FILED AN IFR FLT PLAN. THE FLT HAD DEPARTED BECKLEY FOR TRI-CITY ARPT ABOUT 1030 ON THE DAY OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 217 1/18/85 BEAVER,WV A/C Reg. No. N69938 Time (Lcl) - 1645 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

    File No. - 379      4/26/85    RAVENSWOOD,WV           A/C Reg. No. N29JD           Time (Lcl) - 1010 EST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL             Fatal    Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL                 Fire              Crew     0         0         0         2
     Flight Conducted Under     -14 CFR 91                      NONE             Pass     0         0         0         0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MAULE M5-235C              Eng Make/Model - LYCOMING O-540-JIA5D      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2300                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power     -     235 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                            Airport Data
     Basic Weather    - VMC                         LOCAL                                  JACKSON CO.
       Wind Dir/Speed- CALM                                                                Runway Ident      - 21
       Visibility     -   20.0   SM             ATC/Airspace                               Runway Lth/Wid    -  4000/   75
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE               Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - UNK/NR
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      43            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                            Current         - YES      Total       -   7344       Last 24 Hrs -       5
         SE LAND,ME LAND                       Months Since  -  5         Make/Model-     144       Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-     468       Last 90 Days-     105
                                                                          Multi-Eng -    4349

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LDG ROLL THE STD PLT LOST DIRECTIONAL CONTROL OF THE ACFT & RAN OFF OF THE SIDE OF THE RWY WHILE
PRACTICING TOUCH & GO LDG WITH CFI.THE CFI STATED THAT THE STD MADE A NORMAL APPROACH & UPON TOUCHDOWN THE ACFT
MADE A SHARP TURN TO THE RIGHT AND WENT OFF THE SIDE OF THE RWY.
-------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 379 4/26/85 RAVENSWOOD,WV A/C Reg. No. N29JD Time (Lcl) - 1010 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. TOUCH-AND-GO LANDING - UNCONTROLLED - PILOT IN COMMAND(CFI)
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 398   6/22/85   LANDERS,WY   A/C Reg. No. N37775   Time (Lcl) - 1045 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - ROCKWELL AEROCOMMANDER 112
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING 10-360-C1D6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LAUREL,MT

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HUNT
Runway Ident - 21
Runway Lth/Wid - 5100/ 75
Runway Surface - N/A
Runway Status - DRY
ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 40
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ON JUNE 22, 1985. A ROCKWELL AEROCOMMANDER 112 IMPACTED THE GROUND IMMEDIATELY AFTER TAKEOFF. THE DENSITY ALT WAS 7700 FT. AFTER TAKEOFF THE PLT REALIZED THE ACFT WOULD NOT CLEAR A RIDGETOP. THE ACFT BEGAN TO DESCEND & WAS MANEUVERED TO LAND ON LEVEL TERRAIN. A WINTESS SAID HE KNEW THE ACFT DID NOT HAVE ENOUGH SPEED TO TAKEOFF.

Brief of Accident (Continued)

File No. - 398   6/22/85   LANDERS,WY   A/C Reg. No. N37775   Time (Lcl) - 1045 MDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
2.   PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4.   WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
5. JUDGEMENT - IMPROPER - PILOT IN COMMAND
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - RISING

----Probable Cause----

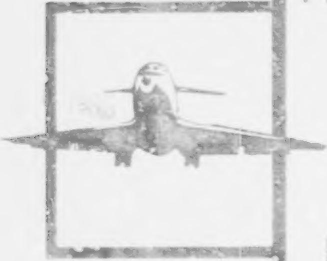
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3,7

*U.S. GOVERNMENT PRINTING OFFICE: 1986-491-098:40018

TD 1.109/13:86/17

PB86-916917



NATIONAL TRANSPORTATION SAFETY BOARD

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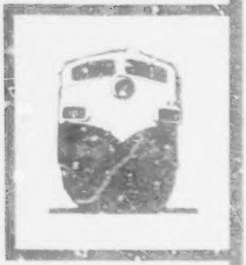
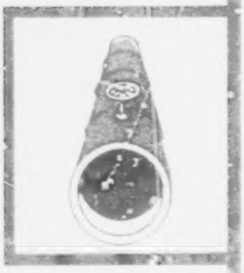


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVAIATION
ISSUE NUMBER 3 OF 1985 ACCIDENTS



NTSB/AAB-86/17

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No.
NTSB/AAB-86/17

2. Government Accession No.
PB86-916917

3. Recipient's Catalog No.

4. Title and Subtitle
Aircraft Accident Briefs - Brief Format
U.S. Civil and Foreign Aviation
Calendar Year 1985 - Issue Number 3

5. Report Date
April 30, 1986

6. Performing Organization Code

7. Author(s)

8. Performing Organization Report No.

9. Performing Organization Name and Address
Bureau of Field Operations
National Transportation Safety Board
Washington, D.C. 20594

10. Work Unit No.

11. Contract or Grant No.

13. Type of Report and Period Covered
Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format

12. Sponsoring Agency Name and Address
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20594

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 0401 through 0600

17. Key Words
Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather

18. Distribution Statement
This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classification (of this report)
UNCLASSIFIED

20. Security Classification (of this page)
UNCLASSIFIED

21. No. of Pages
416

22. Price

NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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AIRCRAFT ACCIDENTS

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1985

File Order Listing - Issue No. 3, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
401	8280H	060785	RIVERTON, WY	CALLAIR	A-9	MINOR	398
402	3569G	060285	MICHIGAN, ND	INTERMOUNTAI	CALLAIR A-	MINOR	270
403	2669K	060885	ALBUQUERQUE, NM	LUSCOMBE	8E	NONE	286
404	7259P	061385	CLEARFIELD, UT	PIPER	PA-24-250	NONE	382
405	49926	051985	GRAND JUNCTION, CO	BOEING	A75N1	NONE	134
406	3561G	052785	BLUFF, UT	PIPER	PA-28-181	NONE	380
407	2282R	061385	MOAB, UT	CESSNA	T210J	SERIOUS	384
408	2491A	060285	CUT BANK, MT	PIPER	PA-18-135	NONE	258
409	5099C	060785	CHINOOK, MT	BEECH	B35	NONE	260
410	47822	061485	SUNSPOT, NM	CESSNA	152	SERIOUS	290
411	6674K	070185	PLATTE, SD	GRUMMAN	G-164	NONE	342
412	2312U	061785	CLOVIS, NM	AIRTRACTOR	AT-301	NONE	292
413	31223	021985	HOUMA, LA	SIKORSKY	S-76A	MINOR	228
414	60835	021985	HOLMWOOD, LA	BOEING	A75N1	MINOR	230
415	2916R	021785	AUSTIN, TX	CESSNA	310G	NONE	306
416	47665	022385	BOERNE, TX	TAYLORCRAFT	BC12-65	NONE	368
417	61243	022585	BROKEN BOW, OK	CESSNA	150J	NONE	320
418	40HB	022485	ADA, OK	THORPE	T-18	SERIOUS	318
419	46798	030585	LOCKHART, TX	CESSNA	180	NONE	370
420	5526H	030685	KOSSE, TX	CESSNA	152	NONE	372
421	23L	032585	EAGLE LAKE, TX	PIPER	PA-31	NONE	376
422	53064	013185	BELLE CHASE, LA	CESSNA	A185F	NONE	224
423	2222G	020385	COVINGTON, LA	CESSNA	182A	NONE	226
424	8418V	020185	STOCKDALE, TX	ROCKWELL INT	S-2R (THRU	NONE	358
425	5796A	020485	SABINE PASS, TX	AEROSPATIALE	AS 355F-1	NONE	362

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426	68422	020285	CORSICANA, TX	CESSNA	152	NONE	360
427	38185	020985	HOBART, OK	CESSNA	172E	MINOR	316
428	79043	020885	MCCOY, TX	CESSNA	172K	SERIOUS	364
429	4884Q	040385	PRENTISS, MS	CESSNA	A188B	NONE	254
430	3421E	031585	CRYSTAL LAKE, IL	CESSNA	172N	NONE	202
431	9584B	031785	PORTLAND, IN	CESSNA	172RG	NONE	204
432	5471A	040885	SHELBYVILLE, IN	CESSNA	310B	NONE	206
433	06479	041885	HUTCHINSON, MN	CESSNA	150M	NONE	244
434	6787R	060185	MARION, IN	CESSNA	T210	NONE	210
435	18AW	021285	CARTERSVILLE, GA	BEECH	H18	FATAL	170
436	67509	062385	ST. CHARLES, MO	CESSNA	152	NONE	250
437	3744W	033085	BLAIRSVILLE, GA	PIPER	PA-32-260	NONE	174
438	916G	050785	WILLIAMSON, GA	BURKART GROB	G103	NONE	178
439	2013K	030385	KNOXVILLE, TN	BEECH	C23	MINOR	344
440	5460E	070685	ANCHORAGE, AK	HELIO	250	NONE	44
441	2399M	012585	WASILLA, AK	PIPER	PA-12	FATAL	4
442	4242Z	012585	MINTO, AK	PIPER	PA-18	NONE	2
443	4080W	051485	NAKNEK, AK	PIPER	PA-32-300	NONE	22
444	3684Z	062085	KING SALMON, AK	PIPER	PA-18	NONE	30
445	6209A	062385	SHELDON, IA	PIPER	PA-38-112	NONE	192
446	29WL	052985	JONESBORO, AR	BELL	OH-13E	SERIOUS	66
447	3EM	052185	CALAMUS, IA	BEECH	35-B33	MINOR	190
448	92253	061985	YORK, NE	PIPER	J3C-65	MINOR	274
449	99838	062085	BERING RIVER, AK	DEHAVILLAND	DHC-2	NONE	32
450	10395	062185	UNGALIKTHLUK RV, AK	DEHAVILLAND	DHC-2	NONE	34

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451	1827A	042485	BELUGA, AK	PIPER	PA-18	NONE	14
452	5206E	042285	WILLOW, AK	CESSNA	180	NONE	12
453	3621X	062785	MARYVILLE, MO	AERO COMMAND	100-180	NONE	252
454	8367J	040785	ACME, PA	CESSNA	150G	FATAL	336
455	21800	021385	UKIAH, CA	CESSNA	177RG	NONE	88
456	4186W	021685	HAYWARD, CA	PIPER	PA-32-300	NONE	90
457	7084F	021985	TRANQUILITY, CA	CESSNA	150F	NONE	94
458	2178J	022685	APPLE VALLEY, CA	PIPER	PA-32RT-30	MINOR	96
459	913S	030285	YUMA, AZ	SEVDY PITTS	104	NONE	70
460	9705E	040785	YAMHILL, OR	BELLANCA	17-31A	FATAL	322
461	4379Z	040785	SUNNYSIDE, WA	PIPER	PA-18-150	FATAL	390
462	6923X	040285	SMITH, NV	CESSNA	172B	FATAL	294
464	2860G	042785	EL TORO MCAS, CA	NORTH AMERIC	SNJ-6	FATAL	122
465	246C	012185	PINE VALLEY, CA	CESSNA	A185F	FATAL	82
466	500RG	050585	CONCORD, CA	GLOBE	GC-1B	NONE	124
467	24970	050585	WICKENBURG, AZ	CESSNA	152	NONE	74
468	97935	060285	HESPERIA, CA	STINSON	108-1	NONE	128
469	802Y	032885	DEATH VALLEY, CA	PIPER	PA-30	NONE	110
470	1434W	033185	SAN DIEGO, CA	BELL	206A	SERIOUS	112
471	58740	031085	TITUSVILLE, FL	NORTH AMERIC	SNJ-6	NONE	146
471	9801C	031085	TITUSVILLE, FL	NORTH AMERIC	SNJ-5	NONE	148
472	94740	042185	ST. PAUL, MN	ERCOUPE	415-CD	NONE	246
473	5625J	042785	ATHENS, MI	MITCHELL	MONNETT MO	NONE	236
474	46683	043085	MINNEAPOLIS, MN	CESSNA	180J	NONE	248
475	5285	042685	KENDRICK, ID	GRUMMAN	G-164A	NONE	196

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
476	4892E	041285	PAULINA, OR	CESSNA	185	NONE	324
477	2614K	032485	PANAMINT VALLEY, CA	GENERAL BALL	AX-6	SERIOUS	108
478	2897X	042985	FUNTER PASS, AK	PIPER	PA-32-300	NONE	20
479	5543	050285	BANDON, OR	PIPER	PA-24-250	SERIOUS	328
480	8490D	060885	PORT ORCHARD, WA	ROBINSON	R22	NONE	392
481	3JK	060285	YAKUTAT, AK	BELLANCA	7GCB	MINOR	26
482	2024G	051085	REXBURG, ID	CESSNA	182	NONE	198
483	13403	051785	COUER D'ALENE, ID	CESSNA	172M	NONE	200
484	2899Z	051785	RIO VISTA, CA	BELLANCA	7ECA	NONE	126
485	2519D	050185	BOULDER CITY, NV	CESSNA	170B	NONE	296
486	94747	042185	JOHN DAY, OR	HELIO	H-295	NONE	326
487	27036	040385	EXCURSION INLET, AK	PIPER	PA-18	NONE	8
488	2859C	031285	CIRCLE, AK	CESSNA	170B	NONE	6
489	9970M	041585	PORT GRAHAM, AK	CESSNA	207	NONE	10
490	4649U	072785	KUSTATAN RIVER, AK	CESSNA	206	NONE	46
491	1071U	040485	CONCORD, NC	PIPER	PA-34-200	NONE	264
492	3459Z	062785	DILLINGHAM, AK	PIPER	PA-20	NONE	38
493	4292H	070685	ANCHORAGE, AK	PIPER	PA-14	NONE	42
494	168Z	063085	KING SALMON, AK	DOUGLAS	DC-3	NONE	40
495	6175M	052785	CHUGIAK, AK	STINSON	108-3	NONE	24
496	6294K	030985	LAKE PLACID, FL	REPUBLIC	RC-3	NONE	144
497	49MA	032085	ST. THOMAS, VI	BEECH	E18S	NONE	388
498	69109	031985	VERO BEACH, FL	CESSNA	152	NONE	154
499	4EY	032285	LEESBURG, FL	CESSNA	P337H	SERIOUS	156
500	87920	042385	RICHFIELD, OH	PIPER	J-3	MINOR	308

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
501	100DT	030485	JACKSONVILE, FL	PIPER	PA-23-250	FATAL	140
502	7846X	042485	BROOKSVILLE, FL	CESSNA	172B	SERIOUS	168
503	44480	031085	PAHOKEE, FL	PIPER	PA-28-140	NONE	150
504	48244	030485	DAYTONA BEACH, FL	CESSNA	152	NONE	142
505	85652	042185	GERMANTOWN, KY	BELLANCA	7AC	NONE	216
507	73219	052185	MANTUA, OH	BELL	47G-2A	NONE	312
508	6544H	060985	GAYLORD, MI	PIPER	J-3	NONE	240
509	5995D	040385	RUSH CITY, MN	PIPER	PA-22-150	NONE	242
510	15JT	041235	EAST LIVERPOOL, OH	CESSNA	150L	NONE	304
511	5116P	070485	LA PORTE CITY, IA	CESSNA	152	NONE	194
512	2558Z	030985	COLTS NECK, NJ	BELLANCA	8GCBC	NONE	280
513	3912V	022085	JEANNETTE, PA	CESSNA	150	NONE	330
514	81385	030985	ANDOVER, NJ	FAIRCHILD	24W-46	NONE	282
515	4416X	030285	TAUNTON, MA	PIPER	PA-28R-200	MINOR	232
516	7408S	030585	UTICA, NY	SMITH	AEROSTAR 6	NONE	300
517	66MG	040685	QUARTZSITE, AZ	CESSNA	210A	NONE	72
518	12124	042285	MACEDONIA, OH	CESSNA	172M	NONE	306
519	25227	042985	BROADHEAD, WI	CESSNA	152	NONE	394
520	29CP	050785	TERRE HAUTE, IN	BEECH	58	NONE	208
521	8773L	032485	EVERGLADES, FL	PIPER	PA-25-235	NONE	158
522	545SF	031685	GAINESVILLE, FL	ARONSON	FALCO F8L	FATAL	152
523	6220C	030485	SANTA BARBARA, CA	CESSNA	T210N	NONE	100
524	111SK	030685	KINGSTOWN, RI	AERO COMMAND	680V	NONE	338
525	30155	031085	WHEATFIELD, NY	CESSNA	177	SERIOUS	302
526	8318L	022185	BEAVER FALLS, PA	PIPER	PA-28-161	MINOR	332

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527	6048B	032785	ONXY, AR	CESSNA	182A	FATAL	62
528	4733Y	061485	LEONARD, ND	PIPER	PA-25	NONE	272
529	6097M	050785	OZARK, AL	CESSNA	152	NONE	56
530	6015H	042885	TULLAHOMA, TN	PIPER	J3C-65	SERIOUS	346
531	5275U	022285	MORRISVILLE, NC	MCCLELLAN J.	DRAGONFLY	FATAL	262
532	7718X	012585	COUSHATTA, LA	CESSNA	172B	MINOR	222
533	82048	012785	LEAGUE CITY, TX	PIPER	PA-28-181	NONE	356
534	600P	012485	DALLAS, TX	SWEARINGEN	SA26-T	NONE	354
535	96DD	011985	ADDISON, TX	PIPER	PA-23-250	NONE	352
536	6735T	011485	AMARILLO, TX	BEECH	V35B	NONE	350
537	73849	010985	HOUSTON, TX	CESSNA	172N	MINOR	348
538	55PT	010585	OKLAHOMA CITY, OK	GATES LEAR J	25B	NONE	314
539	4353E	062485	TALKEETNA, AK	AERONCA CHAM	7DC	NONE	36
540	42454	051185	CONNEAUT, OH	PIPER	J3C-65	MINOR	310
541	2099P	050985	TROY, MI	PIPER	PA-44-180	NONE	238
542	6429Y	030185	BRUNSWICK, GA	PIPER	PA-23-250	NONE	172
543	709G	030185	KEY WEST, FL	ROCKWELL	680E	FATAL	138
544	49050	062785	MARKS, MS	CESSNA	A188B	SERIOUS	256
545	4796Y	050785	ASHBURN, GA	PIPER	PA-25-260C	NONE	176
546	477M	051185	GREENVILLE, AL	GREAT LAKES	2T-1A-2	NONE	60
547	3682V	051185	ANDALUSIA, AL	CESSNA	150M	NONE	58
548	9228L	022785	HORSESHOE BEACH, FL	GRUMMAN AMER	AA-5	FATAL	136
549	91636	020385	MANVILLE, NJ	CESSNA	182N	SERIOUS	276
550	8138K	050685	EARLE, AR	GULFSTREAM-S	G-164B	NONE	64
551	22460	010385	SANTA BARBARA, CA	BELL	2061-1	NONE	76

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552	5916P	062385	LINCOLN, CA	PIPER	PA-24-250	NONE	130
553	5111V	011085	VAN NUYS, CA	SMITH MINIPL	DSA-1	MINOR	78
554	3279T	011485	FULLERTON, CA	CESSNA	177	MINOR	80
555	30069	020385	BIG BEAR, CA	PIPER	PA-32-300	NONE	86
556	757BS	022485	HUDSON, NY	CESSNA	152	NONE	298
557	2317N	022185	BEAVER FALLS, PA	PIPER	PA-38-112	NONE	334
558	1966X	022485	MEDFORD, NJ	CESSNA	182	NONE	278
559	2234L	021785	WATERVILLE, ME	BEECH	A23A	NONE	234
560	352B	031085	PHARR, TX	BEECH	E18S	NONE	374
561	140MC	041085	PETALUMA, CA	CESSNA	140	FATAL	114
562	8322T	031385	WOODLAND, CA	PIPER	PA-44-180T	NONE	104
563	1564E	031085	CHARLOTTESVILLE, VA	CESSNA	172N	NONE	386
564	2482K	033185	CASPER, WY	LUSCOMBE	8E	NONE	396
565	52174	042785	NIGHTMUTE, AK	CESSNA	172	MINOR	16
566	9924M	012985	PAANILO, HI	EMAIR	MA-1	NONE	188
567	7507E	020985	LOUISVILLE, KY	CHAMPION	7FC	NONE	212
568	66952	040385	WEST JORDAN, UT	CESSNA	152	NONE	378
569	3354F	032185	ERIE, CO	CESSNA	182J	FATAL	132
570	58208	032685	TAMPA, FL	HUGHES	269C	NONE	160
571	8300V	032785	TAMPA, FL	PIPER	PA-34-200T	NONE	164
572	4944U	032785	KEY WEST, FL	CESSNA	206	NONE	162
573	7390V	032985	MELBOURNE, FL	BELLANCA	17-30	NONE	166
574	3001S	071385	OWENSBORO, KY	PIPER	95-B55	NONE	218
575	2395G	062585	MT. AIRY, NC	PIPER	PA-38-112	NONE	268
576	909GH	071685	STOCKBRIDGE, GA	WAG-AERO	CUBBIE (J-	MINOR	182

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
577	2781F	063085	SAVANNAH, GA	BEECH	55	NONE	180
578	67825	071885	MT STERLING, KY	CESSNA	152	MINOR	220
579	5829T	072185	WILLIAMSON, GA	BURKHART GRO	G-109B	NONE	184
580	5221F	053185	COLUMBIA, SC	CESSNA	172	NONE	340
581	42616	032485	FALMOUTH, KY	CESSNA	182L	SERIOUS	214
582	2378M	052785	HICKORY, NC	PIPER	PA-12	NONE	266
583	75LE	061485	KANTISHNA, AK	CESSNA	185	NONE	28
584	7404X	073185	ANCHORAGE, AK	BALLOON WORK	FIREFLY 8	NONE	50
585	4000C	080585	MONTAGUE ISLAND, AK	STINSON	108-3	NONE	54
586	61684	080585	CHICKALOON FLAT, AK	CESSNA	172	NONE	52
587	1104N	073085	KUSTATAN RIVER, AK	PIPER	PA-18	NONE	48
588	8035D	042885	GIRDWOOD, AK	PIPER	22/20	NONE	18
589	65273	012285	CHANDLER, AZ	CESSNA	152	NONE	68
590	2925W	041285	LAKE BERRYESSA, CA	BELL	206B	MINOR	116
591	20HS	041785	HEMET, CA	BURKHART GRO	G103 TWIN	NONE	118
592	831SP	042785	MADERA, CA	JACK BOLDT	BD-5A	MINOR	120
593	121JP	012185	HONOLULU, HI	HUGHES	369E	NONE	186
594	4931P	012385	EUREKA, CA	CESSNA	152	NONE	84
595	739XZ	021785	HEALDSBURG, CA	CESSNA	172N	MINOR	92
596	8468R	030385	HEALDSBURG, CA	PIPER	PA-28-140	NONE	98
597	12486	030485	ORICK, CA	CESSNA	172	MINOR	102
598	67001	032285	SHAFTER, CA	CESSNA	152	MINOR	106
599	50011	052085	CLOVIS, NM	CESSNA	150H	MINOR	284
600	8651C	060985	LOS ALMOS, NM	PIPER	PA-28R-200	NONE	288

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 3 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 442       1/25/85    MINTO,AK                    A/C Reg. No. N4242Z             Time (Lcl) - 1630 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor   None
     Type of Operation           -PERSONAL                       Fire                 Crew    0        0         0       1
     Flight Conducted Under      -14 CFR 91                       NONE                Pass    0        0         0       1
     Accident Occurred During    -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18
     Landing Gear   - SKI                  Eng Make/Model - LYCOMING O-320-A2B         ELT Installed/Activated - YES/YES
     Max Gross Wt   -    1750              Number Engines -  1                         Stall Warning System - NO
     No. of Seats   -       2              Engine Type    - RECIPROCATING-CARBURETOR
                                           Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                Airport Proximity
     Wx Briefing      - FSS                    Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                SAME AS ACC/INC
       Completeness   - FULL                  Destination                              Airport Data
     Basic Weather    - VMC                      FAIRBANKS,AK
       Wind Dir/Speed- VARIABLE                                                          Runway Ident     - N/A
       Visibility     -    50.0   SM          ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       5000 FT      Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         -   5000 FT BROKEN   Type of Clearance   - NONE            Runway Status    - N/A
       Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                    Age -     37                Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)          Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                           Current        - NO        Total      -    2200      Last 24 Hrs -        5
          SE LAND                           Months Since   - 97        Make/Model-     1500      Last 30 Days- UNK/NR
                                            Aircraft Type  - PA-18     Instrument         1      Last 90 Days-       60

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD LANDED THE SKI EQUIPPED ACFT ON THE SHORE OF A LAKE THAT WAS COVERED WITH GRASSY TUNDRA & SNOW. FOR A
SUBSEQUENT TAKEOFF, HE ELECTED TO CONTINUE STRAIGHT AHEAD RATHER THAN BACK TAXI TO WHERE HE HAD A KNOWN SURFACE
CONDITION. DURING THE TAKEOFF, THE PLT ELECTED TO LIFT-OFF PREMATURELY TO MINIMIZE BOUNCING/POUNDING ON THE ROUGH
SURFACE. HOWEVER, THE SKIS BROKE THRU THE CRUSTED SNOW & THE ACFT NOSED OVER.
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Brief of Accident (Continued)

File No. - 442 1/25/85 MINTO,AK A/C Reg. No. N4242Z Time (Lcl) - 1630 AST

Occurrence NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 441       1/25/85    WASILLA,AK                 A/C Reg. No. N2399M           Time (Lcl) - 1320 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              DESTROYED                   Fatal   Serious    Minor    None
     Type of Operation          -PERSONAL                    Fire                Crew      1        0         0        0
     Flight Conducted Under     -14 CFR 91                    NONE               Pass      0        0         0        0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-12              Eng Make/Model - LYCOMING O-320-B2A        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1750                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      3                   Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                    OFF AIRPORT/STRIP
       Method         - TELEPHONE                    ANCHORAGE,AK
       Completeness   - FULL                       Destination
     Basic Weather    - VMC                          WASILLA,AK                          Airport Data
       Wind Dir/Speed- CALM
       Visibility     -     35.0   SM                                                      Runway Ident     - N/A
       Lowest Sky/Clouds  -      4500 FT SCATTERED ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Ceiling         - NONE               Type of Flight Plan - NONE              Runway Surface   - N/A
       Obstructions to Vision- NONE                Type of Clearance   - NONE              Runway Status    - N/A
       Precipitation          - NONE               Type Apch/Lndg      - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     34              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current        - YES          Total       -    1032        Last 24 Hrs -       1
         SE LAND,SE SEA                       Months Since   - 19           Make/Model-      811         Last 30 Days- UNK/NR
                                              Aircraft Type  - PA-12        Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES OBSERVED THE PLT "BUZZING" A BUILDING & ROLLING THE ACFT ABOUT ITS LONGITUDINAL AXIS. AFTER THE 3RD
PASS, IT ENTERED A STEEP BANK, STALLED & PITCHED DOWN INTO A WOODED AREA. THERE WAS EVIDENCE THAT THE ACFT WAS
AT LEAST 73 LBS OVER ITS MAX WEIGHT LIMIT. THE CG WAS NOT VERIFIED, BUT THE ELEVATOR TRIM WAS FOUND FULL NOSE
DOWN & CARGO WAS FOUND IN A POSITION THAT WOULD HAVE MOVED THE CG AFT. A TOXICOLOGY CHECK REVEALED TRACES OF
BENZOYLECGONINE & CANNABINOIDS IN THE PLT'S URINE; HOWEVER, NONE WAS FOUND IN HIS BLOOD.
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Brief of Accident (Continued)

File No. - 441   1/25/85   WASILLA,AK   A/C Reg. No. N2399M   Time (Lcl) - 1320 AST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. AEROBATICS - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                     National Transportation Safety Board
                           Washington, D.C. 20594



                              Brief of Accident
    File No. - 488      3/12/85    CIRCLE,AK             A/C Reg. No. N2859C           Time (Lcl) - 2245 AST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
   Type of Operation         -PERSONAL                       Fire               Crew     0        0        0        1
   Flight Conducted Under    -14 CFR 91                       NONE              Pass     0        0        0        3
   Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - CESSNA 170B              Eng Make/Model - CONTINENTAL C-145        ELT Installed/Activated - YES/NO
   Landing Gear  - SKI/WHEEL                Number Engines -  1                         Stall Warning System - YES
   Max Gross Wt  -   2200                   Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats  -      4                   Rated Power    -     145 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                              Airport Proximity
   Wx Briefing     - NO RECORD OF BRIEFING  Last Departure Point                   ON AIRPORT
     Method        - N/A                      SAME AS ACC/INC
     Completeness  - N/A                    Destination                          Airport Data
   Basic Weather   - VMC                      CIRCLE HOT SPRG,AK                   CIRCLE CITY
     Wind Dir/Speed- CALM                                                          Runway Ident    - 33
     Visibility    -    20.0   SM         ATC/Airspace                             Runway Lth/Wid  -  2700/  100
     Lowest Sky/Clouds -    CLEAR           Type of Flight Plan - NONE             Runway Surface  - DIRT
     Lowest Ceiling       - NONE            Type of Clearance   - NONE             Runway Status   - SNOW - COMPACTED
     Obstructions to Vision- NONE           Type Apch/Lndg      - NONE
     Precipitation        - NONE
     Condition of Light   - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     41            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                         Current       - YES       Total      -    640        Last 24 Hrs -      6
        SE LAND,ME LAND,SE SEA             Months Since  -  8        Make/Model-      30        Last 30 Days- UNK/NR
                                           Aircraft Type - C-180     Instrument-      34        Last 90 Days-     41
                                                                     Multi-Eng -      51

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT TOOK OFF AT NIGHT FROM A SNOW COVERED RWY WITH NO RWY LIGHTS. HE REPORTED THAT AFTER THE ACFT LIFTED OFF,
HE LOST VISUAL REFERENCES DUE TO THE DARKNESS. SHORTLY AFTER THAT, THE ACFT SETTLED INTO ALDERS, WILLOW BRUSH &
DEEP SNOW & WAS SUBSTANTIALLY DAMAGED BEFORE COMING TO REST.  REPORTEDLY, THERE WERE NO LIGHTS OR VISUAL REFERENCES
BEYOND THE END OF THE RWY.

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File No. - 488 3/12/85 CIRCLE,AK A/C Reg. No. N2859C Time (Lcl) - 2245 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAVAILABLE
4. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
6. DESCENT - INADVERTENT -
7. TERRAIN CONDITION - HIGH VEGETATION
8. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 487   4/03/85   EXCURSION INLET,AK   A/C Reg. No. N27036   Time (Lcl) - 1730 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
JUNEAU,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
HOMESHORE LOGGING CAMP
Runway Ident - 36
Runway Lth/Wid - 2000/ 30
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	105	Last 24 Hrs -	0
Make/Model-	90	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	26

Instrument Rating(s) - NONE

----Narrative----

THE PLT ELECTED TO LAND ON AN AIRSTRIP IN A NARROW VALLEY WITH MOUNTAINS ON EITHER SIDE. WHILE LANDING IN VARIABLE & GUSTY WIND CONDITIONS, HE LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT THEN VEERED OFF THE RIGHT SIDE OF THE RWY ONTO ROUGH TERRAIN WHERE THE LEFT MAIN GEAR COLLAPSED & THE LEFT WING WAS DAMAGED. THE PLT REPORTED THAT THE WIND WAS PRIMARILY FROM THE WEST AT 10 GUSTING 15 KTS, BUT AT TIMES, IT SHIFTED TO A HEADWIND OR TAILWIND.

File No. - 487 4/03/85 EXCURSION INLET,AK A/C Reg. No. N27036 Time (Lcl) - 1730 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

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File No. -  489      4/15/85    PORT GRAHAM,AK             A/C Reg. No. N9970M            Time (Lcl) - 0835 AST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                   Aircraft Damage                         Injuries
     Name of Carrier           -COOK INLET AVIATION, INC.   SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -SCHEDULED,DOMESTIC,PASSENGER Fire                Crew       0        0        0        1
     Flight Conducted Under    -14 CFR 135                  NONE                 Pass       0        0        0        6
     Accident Occurred During  -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information---
     Make/Model    - CESSNA 207                Eng Make/Model - CONTINENTAL IO-520-F    ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt  -   3800                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      7                    Rated Power    -    300 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
       Method        - N/A                         SAME AS ACC/INC
       Completeness  - N/A                      Destination                            Airport Data
     Basic Weather   - VMC                         HOMER,AK                               PORT GRAHAM
       Wind Dir/Speed- 120/005 KTS                                                      Runway Ident     - 12
       Visibility    -    5.0   SM             ATC/Airspace                             Runway Lth/Wid   -  2245/    75
       Lowest Sky/Clouds       1200 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - GRAVEL
       Lowest Ceiling        - 1500 FT OVERCAST   Type of Clearance   - NONE            Runway Status    - WET
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE                               SNOW - WET
       Precipitation         - SNOW
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     49           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                            Current        - YES      Total       -  14900       Last 24 Hrs -       1
          SE LAND,ME LAND,SE SEA                Months Since  -  0        Make/Model-    1200       Last 30 Days- UNK/NR
          HELICOPTER                            Aircraft Type - UNK/NR    Instrument-    1230       Last 90 Days-      50
                                                                          Multi-Eng -    3010       Rotorcraft   -    415

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LOST DIRECTIONAL CONTROL WHILE TAKING OFF FROM A RWY COVERED WITH 4 TO 6 INCHES OF SNOW, ICE & SLUSH. THE
ACFT THEN SWERVED SIDEWAYS, COLLIDED WITH A SNOW BANK & WAS DAMAGED. THE ARPT WAS LOCATED ON PUBLIC DOMAIN & WAS NOT
REGULARILY ATTENDED OR MAINTAINED. ON THE MORNING OF THE MISHAP, SNOW FELL & THERE WAS A LIGHT DUSTING OF FRESH SNOW
COVERING THE SLUSH ICE & WATER PUDDLES. ALSO, THERE WAS A SEVERE DIP IN THE INITIAL PART OF RWY 12.
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Brief of Accident (Continued)

File No. - 489 4/15/85 PORT GRAHAM,AK A/C Reg. No. N9970M Time (Lcl) - 0835 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
8. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8

Brief of Accident

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      File No. -  452       4/22/85    WILLOW,AK                   A/C Reg. No. N5206E            Time (Lcl) - 1500 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                   SUBSTANTIAL                    Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                        Fire                   Crew      0         0          0          1
      Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0         0          0          0
      Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 180                 Eng Make/Model - CONTINENTAL O-470-K       ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2800                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                    Rated Power     -     230 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
        Method         - N/A                       ANCHORAGE,AK
        Completeness   - N/A                    Destination                              Airport Data
      Basic Weather    - VMC                       LOCAL                                    WILLOW
        Wind Dir/Speed- 010/005 KTS                                                         Runway Ident     - 31
        Visibility    -    60.0   SM            ATC/Airspace                                Runway Lth/Wid   -  4600/  105
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface   - GRAVEL
        Lowest Ceiling          - NONE            Type of Clearance   - NONE                Runway Status    - WET
        Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN                        SNOW - WET
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     40             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                             Current       - YES       Total       -    362         Last 24 Hrs -       1
          SE LAND                             Months Since  - 18        Make/Model-      120         Last 30 Days-       2
                                              Aircraft Type - C-180     Instrument-       10         Last 90 Days-       3


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT THE ACFT ENCOUNTERED A DOWNDRAFT WHILE HE WAS ON FINAL APCH FOR A TOUCH-&-GO LANDING. SUBSEQUENTLY,
THE ACFT TOUCHED DOWN IN WET SNOW ABOUT 30 YARDS SHORT OF THE RWY & NOSED OVER. THE PLT ESTIMATED THE WIND WAS FROM
010 DEG AT 5 KTS.

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Brief of Accident (Continued)

File No. - 452 4/22/85 WILLOW,AK A/C Reg. No. N5206E Time (Lcl) - 1500 AST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. TERRAIN CONDITION - SNOW COVERED

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 451       4/24/85    BELUGA,AK                    A/C Reg. No. N1827A           Time (Lcl) - 1200 AST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                             Injuries
                                                                SUBSTANTIAL                  Fatal     Serious     Minor      None
     Type of Operation          -PERSONAL                      Fire               Crew      0          0          0          1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      0          0          0          1
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18               Eng Make/Model - LYCOMING IO-320          ELT Installed/Activated - YES/NO
     Landing Gear   - SKI                       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1500                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power     -      150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                        BIG LAKE,AK
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- CALM                                                               Runway Ident      - N/A
       Visibility    -   100.0   SM            ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling        - NONE              Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      24               Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         NONE                                   Current      - N/A         Total       -   150         Last 24 Hrs -       4
                                                Months Since  - N/A        Make/Model-    150         Last 30 Days-       6
                                                Aircraft Type - N/A        Instrument-      0         Last 90 Days-      10


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT THE RIGHT SKI HIT SOMETHING DURING THE TAKEOFF RUN & BENT THE RIGHT MAIN GEAR/SKI DOWN & AFT.
HE ELECTED TO LAND ON SNOW COVERED TERRAIN NEAR THE SMALL VILLAGE OF BELUGA, AK. BEFORE COMING TO REST DURING THE
LANDING, THE ACFT WENT OVER ON ITS NOSE. THE PLT HAD NEVER TAKEN ANY DUAL INSTRUCTION & HAD NO FAA MEDICAL OR PLT
CERTIFICATE. HE STATED THAT HE HAD FLOWN ABOUT 150 HRS OVER A SEVERAL YEAR PERIOD, ALL IN N1827A. THE REGISTERED
OWNER/OPERATOR WAS A PASSENGER IN THE ACFT.

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Brief of Accident (Continued)

File No. - 451 4/24/85 BELUGA,AK A/C Reg. No. N1827A Time (Lcl) - 1200 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
6. TERRAIN CONDITION - SNOW COVERED
7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  565       4/27/85    NIGHTMUTE,AK                A/C Reg. No. N52174           Time (Lcl) - 1340 AST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                          Injuries
     Name of Carrier           -VILLAGE AVIATION               SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO      Fire                   Crew     0         0         1         0
     Flight Conducted Under    -14 CFR 135                     NONE                  Pass     0         0         0         0
     Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172                   Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    2300                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                       Rated Power    -      180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRSTRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          BETHEL,AK                                NIGHTMUTE
       Wind Dir/Speed- 290/025 KTS                                                            Runway Ident     - 20
       Visibility    -    30.0   SM              ATC/Airspace                                 Runway Lth/Wid   -    200/   40
       Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - VFR                  Runway Surface   - GRAVEL
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                 Runway Status    - SNOW - WET
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      31           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,ATP                           Current          - YES        Total      -    4470        Last 24 Hrs -       4
        SE LAND,ME LAND                          Months Since     - 12         Make/Model-     330         Last 30 Days-     110
                                                 Aircraft Type    - C-172      Instrument-     161         Last 90 Days-     250
                                                                               Multi-Eng -     720

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT SHORTLY AFTER TAKEOFF, HE LOST CONTROL OF THE ACFT. SUBSEQUENTLY, THE ACFT CRASHED & WAS
SUBSTANTIALLY DAMAGED. THE PLT REPORTED THAT THE WIND WAS FROM 290 DEG AT 25 GUSTING 35 KTS.

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File No. - 565 4/27/85 NIGHTMUTE,AK A/C Reg. No. N52174 Time (Lcl) - 13[illegible]0 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 588       4/28/85    GIRDWOOD,AK              A/C Reg. No. N8035D           Time (Lcl) - 0920 ADT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                      Fire               Crew     0        0        0       1
    Flight Conducted Under   -14 CFR 91                      NONE              Pass     0        0        0       2
    Accident Occurred During -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER 22/20          Eng Make/Model - LYCOMING O-320-A2B      ELT Installed/Activated - NO -N/A
    Landing Gear  - SKI/WHEEL            Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt  -    2000              Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       4              Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                              Airport Proximity
    Wx Briefing     - FSS                    Last Departure Point                   OFF AIRPORT/STRIP
      Method        - TELEPHONE                GIRDWOOD,AK
      Completeness  - PARTIAL,LMTD BY PILOT  Destination                          Airport Data
    Basic Weather   - VMC                      SAME AS ACC/INC
      Wind Dir/Speed- CALM                                                          Runway Ident    - N/A
      Visibility    -   60.0   SM          ATC/Airspace                             Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -    12000 FT SCATTERED  Type of Flight Plan - NONE        Runway Surface  - N/A
      Lowest Ceiling          - NONE         Type of Clearance   - NONE             Runway Status   - N/A
      Obstructions to Vision- UNK/NR         Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     35         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review           Flight Time (Hours)
        PRIVATE                             Current        - YES     Total       -   429       Last 24 Hrs -       1
        SE LAND                             Months Since   - 21      Make/Model-     334       Last 30 Days- UNK/NR
                                            Aircraft Type  - PA-22   Instrument-      12       Last 90 Days-       5

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS ON A FLT TO TRANSPORT 2 SKIERS TO A GLACIER AREA, SO THEY COULD SKI DOWNHILL TO A LOCATION TO WHERE
THEY COULD BE PICKED UP. THE PLT LANDED THE WHEEL/SKI EQUIPPED ACFT ON UPSLOPING TERRAIN. THE VISIBILITY WAS
GOOD, EXCEPT A WHITEOUT PHENOMENA WAS PREVALENT IN THE SELECTED LANDING AREA. DURING TOUCHDOWN, THE ACFT STRUCK
AN UNSEEN SNOW DRIFT WHICH BENT THE RIGHT MAIN GEAR. THE WHITEOUT GLARCIER WAS SO NAMED BECAUSE OF ITS UNIQUE
PROPENSITY TO INDUCE WHITEOUT ILLUSIONS. NO ELT WAS INSTALLED IN THE ACFT, SO THE 2 PASSENGERS SKIED DOWN THE
GLACIER & SUMMONED HELP. HOWEVER, THE WIND BEGAN BLOWING & DELAYED A RESCUE. TWO DAYS LATER, AN AIR FORCE H-3
HELICOPTER CRASHED DOWNHILL FROM N8035D WHILE ATTEMPTING A RECOVERY. LATER, ANOTHER HELICOPTER WAS USED TO RECOVER
THE OCCUPANTS OF BOTH DOWNED ACFT.

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Brief of Accident (Continued)

File No. - 588 4/28/85 GIRDWOOD,AK A/C Reg. No. N8035D Time (Lcl) - 0920 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SNOW COVERED
3. TERRAIN CONDITION - UPHILL
4. LIGHT CONDITION - SUNGLARE
5. WEATHER CONDITION - WHITEOUT
6. VISUAL LOOKOUT - INADEQUATE -
7. IMPROPER DECISION,VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. TERRAIN CONDITION - SNOWBANK

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. LANDING GEAR,MAIN GEAR - OVERLOAD
10. LANDING GEAR,SKI ASSEMBLY - OVERLOAD
11. MISC EQPT/FURNISHINGS - INADEQUATE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 478       4/29/85    FUNTER PASS,AK            A/C Reg. No. N2897X            Time (Lcl) - 1030 PDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI         Aircraft Damage                          Injuries
     Name of Carrier           -L.A.B. FLYING SERVICE, IN   SUBSTANTIAL                    Fatal    Serious    Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                 Crew      0         0         0        1
     Flight Conducted Under    -14 CFR 135                  NONE                 Pass      0         0         0        1
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32-300            Eng Make/Model - LYCOMING IO-540-K1G5D     ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    3400                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power    -      300 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
     Wx Briefing      - COMMERCIAL WX SERVICE   Last Departure Point                       OFF AIRPORT/STRIP
       Method         - IN PERSON                 JUNEAU,AK
       Completeness   - FULL                    Destination                              Airport Data
     Basic Weather    - IMC                       HOONA,AK
       Wind Dir/Speed- 080/008 KTS                                                          Runway Ident     - N/A
       Visibility    -       .250 SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     UNK/NR           Type of Flight Plan - NONE                 Runway Surface   - N/A
       Lowest Ceiling       -  3000 FT OVERCAST  Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- BLOWING SNOW      Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation        - SNOW
       Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     31               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,CFI                        Current         - YES      Total       -   1499        Last 24 Hrs -       7
        SE LAND,ME LAND,SE SEA                Months Since    -  1       Make/Model-     155        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      94        Last 90 Days-     260
                                                                         Multi-Eng -      92

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
PRIOR TO THE FLT, THE PLT HAD OBTAINED A BRIEFING THRU THE COMPANY WEATHER REPORTING SYS & VFR WX HAD BEEN FORECAST.
WHILE EN ROUTE, HE ENCOUNTERED SNOW SHOWERS IN THE AREA OF FUNTER PASS. HE REPORTED THAT HE BECAME TRAPPED BY TWO
SNOW SHOWERS WITH THE VISIBILITY DROPPING TO ABOUT 1/4 MI. THE PLT ELECTED TO MAKE A PRECAUTIONARY ON UPSLOPING
TERRAIN. DURING TOUCHDOWN, THE LEFT MAIN GEAR COLLAPSED & THE LEFT WING WAS DAMAGED.

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      File No. -  478       4/29/85    FUNTER PASS,AK             A/C Reg. No. N2897X            Time (Lcl) - 1030 PDT
------------------------------------------------------------------------------------------------------------------------

Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     CRUISE
  1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. WEATHER CONDITION - SNOW
  3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          MAIN GEAR COLLAPSED
Phase of Operation     LANDING - FLARE/TOUCHDOWN
  4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  5. TERRAIN CONDITION - NONE SUITABLE
  6. TERRAIN CONDITION - UPHILL
  7. TERRAIN CONDITION - ROUGH/UNEVEN
  8. LANDING GEAR,MAIN GEAR - OVERLOAD
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,7
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 443   5/14/85   NAKNEK,AK   A/C Reg. No. N4080W   Time (Lcl) - 1103 ADT

----Basic Information----

Type Operating Certificate - ON-DEMAND AIR TAXI
Name of Carrier - BRISTOL AIR
Type of Operation - NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under - 14 CFR 135
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed - 060/009 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NAKNEK,AK
Destination
DILLINGHAM,AK

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7915
Make/Model - 7900
Instrument - 140
Multi-Eng - 15
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - 150

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE CRUISING AT ABOUT 2000 FT, THE TOP ENG COWLING CAME OFF, RUPTURING AN ENG OIL LINE & BREAKING A HOLE IN THE LEFT SIDE OF THE WINDSHIELD. OIL THEN COVERED THE WINDSHIELD. DUE TO THE LOSS OF OIL, THE PLT SHUT DOWN THE ENG & LANDED ON A BEACH. DURING THE LANDING ON SOFT TERRAIN, THE NOSE GEAR COLLAPSED. THE PLT SUSPECTED THAT THE RIGHT FRONT COWLING LATCH HAD FAILED. HE STATED THAT IT HAD BEEN REPLACED ABOUT 10 FLT HRS PRIOR TO THE ACCIDENT. HE FURTHER STATED THAT HE HAD CONDUCTED A THOROUGH PREFLT & ALL FASTENERS WERE SECURED PRIOR TO THE FLT. HOWEVER, THE CONDITION OF THE FASTENER COULD NOT BE DETERMINED SINCE THE COWLING WAS NOT RECOVERED.

Brief of Accident (Continued)

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      File No. - 443       5/14/85    NAKNEK,AK                  A/C Reg. No. N4080W            Time (Lcl) - 1103 ADT
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Occurrence #1           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation      CRUISE - NORMAL

Finding(s)
  1. UNDETERMINED
  2. NACELLE/PYLON,FAIRING - SEPARATION
  3. LUBRICATING SYSTEM,OIL LINE - OVERLOAD
  4. FLUID,OIL - LEAK
------------------------------------------------------------------------------------------------------------------------

Occurrence #2           LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation      OTHER

Finding(s)
  5. EMERGENCY PROCEDURE - PERFORMED -
------------------------------------------------------------------------------------------------------------------------

Occurrence #3           FORCED LANDING
Phase of Operation      DESCENT - EMERGENCY
------------------------------------------------------------------------------------------------------------------------

Occurrence #4           NOSE GEAR COLLAPSED
Phase of Operation      LANDING - ROLL

Finding(s)
  6. TERRAIN CONDITION - SOFT
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 6
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 495       5/27/85    CHUGIAK,AK                A/C Reg. No. N6175M            Time (Lcl) - 1715 ADT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                      Crew    0        0        0        1
     Flight Conducted Under    -14 CFR 91                        NONE                    Pass    0        0        0        1
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STINSON 108-3            Eng Make/Model - CONTINENTAL O-470-J       ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2200                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
       Method         - N/A                      SKWENTNA,AK
       Completeness   - N/A                   Destination                              Airport Data
     Basic Weather    - VMC                      SAME AS ACC/INC                          BIRCHWOOD
       Wind Dir/Speed- 205/010 KTS                                                        Runway Ident     - 19
       Visibility    -    60.0   SM          ATC/Airspace                                 Runway Lth/Wid   -  4000/  100
       Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE           Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                 FULL STOP
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      49               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        STUDENT                                Current        - N/A      Total      -       78        Last 24 Hrs -        2
                                               Months Since   - N/A      Make/Model-        52        Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A      Instrument- UNK/NR           Last 90 Days-       28
                                                                         Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE LANDING WITH A GUSTY X-WIND, THE ACFT BOUNCED, THE LEFT WING DRAGGED THE GROUND & THE ACFT WENT OFF THE RWY.
THE PLT STATED THAT DUE TO THE X-WIND & HIS FOOT SLIPPING OFF OF THE RUDDER PEDAL, HE WAS UNABLE TO MAINTAIN
DIRECTIONAL CONTROL.

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File No. - 495   5/27/85   CHUGIAK,AK   A/C Reg. No. N6175M   Time (Lcl) - 1715 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 481 6/02/85 YAKUTAT,AK A/C Reg. No. N3JK Time (Lcl) - 1330 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - BELLANCA 7GCB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ICY BAY,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
YAKUTAT
Runway Ident - 20
Runway Lth/Wid - 7813/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 46
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 7500
Make/Model- 1840
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

----Narrative----

DURING ARRIVAL, THE PLT EXTENDED HIS TRAFFIC PATTERN TO ALLOW ANOTHER ACFT TO DEPART. HE REPORTED THAT AFTER HE TURNED ON FINAL APCH, HIS ACFT ENCOUNTERED A DOWNDRAFT & HIT THE GROUND SHORT OF THE RWY.

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     File No. - 481       6/02/85    YAKUTAT,AK                   A/C Reg. No. N3JK                 Time (Lcl) - 1330 PDT
-----------------------------------------------------------------------------------------------------------------------

Occurrence #1         UNDERSHOOT
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
  1. WEATHER CONDITION - DOWNDRAFT
  2.   COMPENSATION FOR WIND CONDITIONS - IMPROPFR - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 583 6/14/85 KANTISHNA,AK A/C Reg. No. N75LE Time (Lcl) - 1300 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 80.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FAIRBANKS,AK
Destination
FAIRBANKS,AK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
ABANDONED MINE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRAVEL
Runway Status - ROUGH

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 650
Make/Model- 365
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS ON A FLT FROM FAIRBANKS TO KANTISHNA, AK; HOWEVER, THE RWY AT KANTISHNA WAS MUDDY, SO HE ELECTED TO RETURN TO FAIRBANKS. WHILE RETURNING, HE ELECTED TO LAND AT AN ABANDONED MINE STRIP FOR A COMFORT STOP. DURING THE LANDING, A HYDRAULIC LINE TO THE RIGHT BRAKE FAILED & THAT BRAKE BECAME INOP. THE PLT INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID A HEAD-ON COLLISION WITH AN EMBANKMENT. HOWEVER, THE TAIL SECTION HIT THE EMBANKMENT CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. THE PLT SAID THE LINE WAS LEAKING BEFORE TAKEOFF & HE HAD TIGHTENED THE FITTING. HE REPORTED THAT THE RIGID LINE'S FLARED END FAILED, PERMITTING A RAPID LOSS OF PRESSURE.

File No. - 583   6/14/85   KANTISHNA,AK   A/C Reg. No. N75LE   Time (Lcl) - 1300 ADT

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   LANDING - ROLL

Finding(s)
1. FLUID,HYDRAULIC - LEAK
2. HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
3. MAINTENANCE - IMPROPER - PILOT IN COMMAND
4. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
5. GROUND LOOP/SWERVE - INTENTIONAL -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident
     File No. - 444       6/20/85    KING SALMON,AK              A/C Reg. No  N3684Z          Time (Lcl) - 2230 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                  SUBSTANTIAL                            Injuries
    Type of Operation         -PERSONAL                                                  Fatal   Serious   Minor    None
    Flight Conducted Under    -14 CFR 91                          Fire               Crew    0        0        0        1
    Accident Occurred During  -LANDING                            NONE               Pass    0        0        0        0
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    1760                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                          CLARK POINT,AK
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                         KING SALMON
      Wind Dir/Speed- 210/008 KTS                                                           Runway Ident    - 29
      Visibility     -    30.0    SM             ATC/Airspace                               Runway Lth/Wid  -  8500/  150
      Lowest Sky/Clouds  -     6000 FT             Type of Flight Plan - NONE               Runway Surface  - ASPHALT
      Lowest Ceiling      -    6000 FT BROKEN      Type of Clearance   - NONE               Runway Status   - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation       - RAIN
      Condition of Light  - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command
    Certificate(s)/Rating(s)               Age -     29             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      PRIVATE                              Biennial Flight Review                Flight Time (Hours)
      SE LAND                                Current        - YES      Total      -   180        Last 24 Hrs -      3
                                             Months Since   - 11       Make/Model-    180        Last 30 Days-     10
                                             Aircraft Type  - PA-18    Instrument-      0        Last 90 Days-     30

      Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE WAS MAKING AN APCH TO THE ARPT WHEN THE ACFT RAN OUT OF FUEL. SUBSEQUENTLY, THE ACFT CRASH
LANDED ABOUT 1-1/2 MI NW OF THE ARPT.
-----------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 444   6/20/85   KING SALMON,AK   A/C Reg. No. N3684Z   Time (Lcl) - 2230 ADT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident

    File No. -  449       6/20/85    BERING RIVER,AK           A/C Reg. No. N99838           Time (Lcl) - 1220 ADT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                     Injuries
    Name of Carrier           -CHISUM FLYING SERVICE            SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO        Fire                  Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 135                       NONE                 Pass     0        0        0       0
    Accident Occurred During  -TAKEOFF
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - DEHAVILLAND DHC-2           Eng Make/Model - P&W R-985                ELT Installed/Activated - YES/NO
    Landing Gear    - FLOAT                       Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -    5090                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       8                     Rated Power    -     450 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                           Airport Data
    Basic Weather    - VMC                          CORDOVA,AK
      Wind Dir/Speed- 090/040 KTS                                                        Runway Ident    - N/A
      Visibility     -    10.0    SM            ATC/Airspace                             Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     2000 FT            Type of Flight Plan - VFR              Runway Surface  - N/A
      Lowest Ceiling      -    2000 FT OVERCAST   Type of Clearance   - NONE             Runway Status   - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation       - RAIN
      Condition of Light  - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     46           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,ATP,CFI                    Current        - YES        Total       -    4695       Last 24 Hrs -       3
        SE LAND,ME LAND,SE SEA                Months Since   -  1         Make/Model -    1700       Last 30 Days-      90
        GLIDER                                Aircraft Type - C-206       Instrument-     276       Last 90 Days-     181
                                                                          Multi-Eng -     300

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING A 15 TO 20 MIN PERIOD AFTER HE HAD LANDED, THE WIND VELOCITY INCREASED GREATLY. HE
MANAGED TO TAXI THE FLOAT PLANE TO AN AREA WHERE HE COULD TAKEOFF INTO THE WIND. AS THE ACFT WAS ON THE STEP FOR
TAKEOFF, THE LEFT WING LIFTED AS IF IT WAS HIT BY A GUST OF WIND. SUSEQUENTLY, THE RIGHT WING TIP STRUCK THE
WATER & THE ACFT NOSED OVER. THE PLT ESTIMATED THE WIND WAS FROM THE EAST AT 40 GUSTING TO 50 KTS.
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```

File No. - 449 6/20/85 BERING RIVER,AK A/C Reg. No. N99838 Time (Lcl) - 1220 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - HIGH WIND
4. TERRAIN CONDITION - WATER,ROUGH
5. WEATHER CONDITION - GUSTS
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
7. TERRAIN CONDITION - WATER,ROUGH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

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                         National Transportation Safety Board
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                                  Brief of Accident

   File No. - 450       6/21/85    UNGALIKTHLUK RV,AK        A/C Reg. No. N10395            Time (Lcl) - 1700 ADT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                             SUBSTANTIAL            Fatal    Serious    Minor    None
   Type of Operation           -BUSINESS                     Fire              Crew   0         0         0        1
   Flight Conducted Under      -14 CFR 91                    NONE              Pass   0         0         0        0
   Accident Occurred During    -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - DEHAVILLAND DHC-2          Eng Make/Model  - P&W R-985              ELT Installed/Activated - YES/NO
   Landing Gear   - FLOAT                      Number Engines  -  1                       Stall Warning System - YES
   Max Gross Wt   -    5060                    Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       6                    Rated Power     -     450 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                   OFF AIRPORT/STRIP
     Method         - N/A                          SAME AS ACC/INC
     Completeness   - N/A                       Destination                           Airport Data
   Basic Weather    - VMC                          DILLINGHAM,AK
     Wind Dir/Speed- 220/015 KTS                                                        Runway Ident      - N/A
     Visibility    -    30.0   SM              ATC/Airspace                             Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE             Runway Surface    - N/A
     Lowest Ceiling          - NONE              Type of Clearance   - NONE             Runway Status     - N/A
     Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      35           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                             Current          - YES       Total      -   2849        Last 24 Hrs -      5
       SE LAND,ME LAND,SE SEA,ME SEA          Months Since     -  4        Make/Model-    1610        Last 30 Days-     15
                                              Aircraft Type - DHC-2        Instrument-      51        Last 90 Days-     30
                                                                           Multi-Eng -      38

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHEN HE WAS LANDING THE FLOAT PLANE ON A RIVER, AN EXTREME GUST OF WIND COCKED THE ACFT
CAUSING LOSS OF CONTROL. SUBSEQUENTLY, THE ACFT STRUCK A RIVER BANK & WAS DAMAGED. THE PLT NOTICED THAT AFTER THE
LANDING, THE WINDS HAD CHANGED, WERE SHIFTING TO THE SOUTHWEST & WERE MUCH STRONGER. HE ESTIMATED GUSTS TO 35 KTS.
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Brief of Accident (Continued)

File No. - 450   6/21/85   UNGALIKTHLUK RV,AK   A/C Reg. No. N10395   Time (Lcl) - 1700 ADT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

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Brief of Accident

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     File No. - 539        6/24/85    TALKEETNA,AK                  A/C Reg. No. N4353E            Time (Lcl) - 1945 ADT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                          Fire                 Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                          IN FLIGHT           Pass     0        0        0        0
     Accident Occurred During  -CRUISE
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - AERONCA CHAMPION 7DC          Eng Make/Model - CONTINENTAL C-85-12F     ELT Installed/Activated - YES/YES
     Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt    -     1300                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -        2                      Rated Power    -      85 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing       - FSS                         Last Departure Point                     ON AIRSTRIP
       Method          - TELEPHONE                     TALKEETNA,AK
       Completeness    - WEATHER NOT PERTINENT       Destination                            Airport Data
     Basic Weather     - VMC                           HOMER,AK                                RUSTIC WILDERNESS
       Wind Dir/Speed- CALM                                                                    Runway Ident      - 36
       Visibility      -    50.0   SM              ATC/Airspace                                Runway Lth/Wid    -   2300/   60
       Lowest Sky/Clouds  -     4000 FT SCATTERED    Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE                Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     30              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                  Current        - YES      Total       -   470          Last 24 Hrs -      3
       SE LAND                                  Months Since   - 11       Make/Model-     380          Last 30 Days-     20
                                                Aircraft Type  - 7DC      Instrument-       0          Last 90 Days-     30

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN FLT, THE PLT SMELLED SMOKE. WITHIN 30 SEC, SMOKE WAS OBSERVED COMING FROM AROUND THE FIREWALL & UNDER THE
FLOORBOARDS. THE ACFT WAS OVER AN AIRSTRIP, SO THE PLT MADE A 360 DEG TURN & LANDED THERE. THE PLT SAID THAT HE
IMMEDIATELY APPLIED BRAKES WHEN THE ACFT TOUCHED DOWN "CAUSING THE AIRCRAFT TO FLIP OVER." HE EXITED THE ACFT BEFORE
IT WAS FULLY INVOLVED IN FLAMES. THE ACFT WAS DESTROYED BY FIRE
-------------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 539 6/24/85 TALKEETNA,AK A/C Reg. No. N4353E Time (Lcl) - 1945 ADT

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)
1. FUEL SYSTEM - LEAK
2. ENGINE ASSEMBLY,OTHER - FIRE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

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Brief of Accident

```
     File No. - 492        6/27/85    DILLINGHAM,AK              A/C Reg. No. N3459Z            Time (Lcl) - 2140 ADT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                    Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass    0        0        0        3
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-20                    Eng Make/Model  - LYCOMING O-360-A1D       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines  - 1                          Stall Warning System - YES
    Max Gross Wt   -    1800                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                        Rated Power     -     125 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    ON AIRPORT
       Method         - N/A                           SAME AS ACC/INC
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                           LOCAL                                 DILLINGHAM
       Wind Dir/Speed- 220/018 KTS                                                          Runway Ident     - 19
       Visibility     -    10.0   SM              ATC/Airspace                              Runway Lth/Wid   -  6404/  150
       Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total       -  1448        Last 24 Hrs -      6
         SE LAND                                 Months Since   -  2        Make/Model-    222         Last 30 Days-     10
                                                 Aircraft Type - PA-20      Instrument-     12         Last 90 Days-     20

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT BY THE TIME HE HAD RETURNED TO THE ARPT, THE WIND VELOCITY HAD INCREASED TO 18 KTS. DURING
THE LANDING, HE LOST DIRECTIONAL CONTROL & THE ACFT GROUND LOOPED & WAS DAMAGED.
---------------------------------------------------------------------------------------------------------------------
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File No. - 492 6/27/85 DILLINGHAM,AK A/C Reg. No N3459Z Time (Lcl) - 2140 ADT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
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Brief of Accident

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     File No. - 494       6/30/85    KING SALMON,AK            A/C Reg. No. N168Z             Time (Lcl) - 1200 ADT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                      Fire                Crew     0         0          0        2
     Flight Conducted Under     -14 CFR 91                      NONE               Pass     0         0          0        2
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - DOUGLAS DC-3              Eng Make/Model - P&W R-1830-92           ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -  28000                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                    Rated Power    -    1045 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing       - FSS                     Last Departure Point                     OFF AIRPORT/STRIP
       Method          - TELEPHONE                 HOMER,AK
       Completeness    - FULL                    Destination                            Airport Data
     Basic Weather     - IMC                       SAME AS ACC/INC                          KING SALMON
       Wind Dir/Speed- 220/008 KTS                                                          Runway Ident      - 29
       Visibility    -     7.0   SM             ATC/Airspace                                Runway Lth/Wid    -  8500/  150
       Lowest Sky/Clouds  -       600 FT          Type of Flight Plan - IFR                 Runway Surface    - ASPHALT
       Lowest Ceiling          -  600 FT OVERCAST Type of Clearance   - IFR                 Runway Status     - DRY
       Obstructions to Vision- FOG                Type Apch/Lndg      - ILS-BACKCOURSE
       Precipitation         - NONE                                     FULL STOP
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                              Current        - YES      Total       -   4250         Last 24 Hrs -      8
         SE LAND,ME LAND                         Months Since   -  4       Make/Model -   1125         Last 30 Days-     75
                                                 Aircraft Type  - DC-3     Instrument-     885         Last 90 Days-    150
                                                                           Multi-Eng -    3940

         Instrument Rating(s)  - AIRPLANE
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```

----Narrative----
DURING AN INSTRUMENT APCH, THE ACFT'S RIGHT ENG LOST POWER. THE PLT MOVED THE RIGHT FUEL SELECTOR TO THE LEFT MAIN TANK & BEGAN EMERGENCY PROCEDURES. SHORTLY AFTER THAT, THE ACFT BROKE OUT OF THE OVERCAST & THE AIRCREW SAW THE ARPT. HOWEVER, THE LEFT ENG ALSO LOST POWER. THE CAPTAIN NOTED THE FUEL PRESSURE WAS DROPPING & ELECTED TO LAND ON TUNDRA BESIDE A ROAD. DURING THE LANDING, THE ACFT WAS SUBSTANTIALLY DAMAGED. NO FUEL WAS FOUND IN THE ACFT DURING AN EXAM OF THE FUEL SYSTEM. THE CAPTAIN NOTED THAT THE LEFT FUEL CAP WAS MISSING AFTER THE ACCIDENT, BUT HE DID NOT SEE ANY FUEL STAINS ON THE WING.

Brief of Accident (Continued)

File No. - 494   6/30/85   KING SALMON,AK   A/C Reg. No. N168Z   Time (Lcl) - 1200 ADT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FUEL SYSTEM,CAP - SEPARATION
3. FLUID,FUEL - SIPHONING
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION

Occurrence #2   FORCED LANDING
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,3

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                                        Brief of Accident

    File No. - 493       7/06/85    ANCHORAGE,AK              A/C Reg. No. N4292H             Time (Lcl) - 2030 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                        Fire                Crew     0        0        0       1
     Flight Conducted Under    -14 CFR 91                       NONE                Pass     0        0        0       2
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-14                    Eng Make/Model - LYCOMING O-320-B2B       ELT Installed/Activated - YES/NO
     Landing Gear   - FLOAT                          Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -     1935                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -        3                       Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                         Destination                             Airport Data
     Basic Weather    - VMC                            LOCAL
       Wind Dir/Speed- 270/009 KTS                                                             Runway Ident    - N/A
       Visibility     -    90.0   SM                ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface  - WATER
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                  Runway Status   - WATER - CHOPPY
       Obstructions to Vision- NONE                 Type Apch/Lndg        NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -      48              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s),Rating(s)                   Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                    Current       - YES      Total      -   1005       Last 24 Hrs -      1
         SE LAND,SE SEA                             Months Since  -  1       Make/Model -    260       Last 30 Days-      5
                                                    Aircraft Type - PA-14    Instrument -     12       Last 90 Days-     10


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ABORTED HIS 1ST ATTEMPT TO TAKEOFF DUE TO BOAT & WATER SKI ACTIVITY. HE BACK TAXIED & BEGAN A 2ND ATTEMPT
ON ROUGH WATER. THE ACFT BECAME AIRBORNE AT ABOUT THE MIDDLE OF THE LAKE. IT STOPPED CLIMBING WHEN THE PLT BEGAN TO
RAISE THE FLAPS, SO HE "PULLED THE SECOND NOTCH OF FLAPS BACK ON" AND BEGAN A SHALLOW TURN. SUBSEQUENTLY, THE ACFT
MUSHED, COLLIDED WITH TREES & CRASHED.

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Brief of Accident (Continued)

File No. - 493   7/06/85   ANCHORAGE,AK   A/C Reg. No. N4292H   Time (Lcl) - 2030 ADT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

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Brief of Accident

File No. - 440 7/06/85 ANCHORAGE,AK A/C Reg. No. N5460E Time (Lcl) - 1115 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - HELIO 250
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
STEPHANE LAKE,AK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
O'MALLEY
Runway Ident - 18
Runway Lth/Wid - 2000/ 40
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 250

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2015
Make/Model- 1811
Instrument- 30
Last 24 Hrs - 1
Last 30 Days- 20
Last 90 Days- 60

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT HE TOOK OFF DOWNWIND WITH A HEAVILY LOADED ACFT. HE ESTIMATED THE WIND WAS FROM THE NORTH AT 4 GUSTING TO 6 KTS. HE STATED THAT AFTER CLIMBING ABOUT 100 FT, THE ACFT BEGAN TO MUSH AS HE BEGAN RETRACTING THE FLAPS. SUBSEQUENTLY, IT COLLIDED WITH TREES ABOUT 1 MI SOUTH OF THE ARPT.

Brief of Accident (Continued)

File No. - 440 7/06/85 ANCHORAGE,AK A/C Reg. No. N546JE Time (Lcl) - 1115 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED -
6. RAISING OF FLAPS - INITIATED -
7. AIRSPEED - INADEQUATE -
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 490       7/27/85    KUSTATAN RIVER,AK          A/C Reg. No. N4649U            Time (Lcl) - 1350 ADT
------------------------------- ----------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire                    Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0         0         0        4
    Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 206              Eng Make/Model - CONTINENTAL IO-520       ELT Installed/Activated - YES/YES
    Landing Gear   - FLOAT                   Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3600                 Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                 Rated Power    -     285 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                          Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                  OFF AIRPORT/STRIP
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                     Destination                         Airport Data
    Basic Weather    - VMC                       LOCAL
      Wind Dir/Speed- 200/004 KTS                                                    Runway Ident     - N/A
      Visibility     -   45.0   SM          ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE               Runway Surface   - WATER
      Lowest Ceiling         - NONE           Type of Clearance   - NONE               Runway Status    - WATER-CALM
      Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      68              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                          Current         - YES        Total        -  17000        Last 24 Hrs -       4
        SE LAND,ME LAND,SE SEA              Months Since   - 16          Make/Model- UNK/NR          Last 30 Days-      15
                                            Aircraft Type - C-206        Instrument-      60          Last 90 Days-      35
                                                                         Multi-Eng -     182

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE WAS TAKING OFF FROM A RIVER/LAKE AREA WITH GLASSY WATER ON A HOT/SULTRY DAY. AFTER INITIAL
LIFT-OFF, THE ACFT SETTLED & TOUCHED DOWN ON THE WATER, THEN LIFTED OFF AGAIN. IT FLEW BEYOND THE EDGE OF THE LAKE,
THEN SETTLED & NOSED OVER IN A SWAMPY AREA WITH HIGH VEGETATION. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS NOTED
DURING THE INVESTIGATION.

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Brief of Accident (Continued)

File No. - 490 7/27/85 KUSTATAN RIVER,AK A/C Reg. No. N4649U Time (Lcl) - 1350 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - WATER,GLASSY
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 587      7/30/85    KUSTATAN RIVER,AK          A/C Reg. No. N1104N              Time (Lcl) - 2215 ADT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                 Fatal   Serious    Minor     None
    Type of Operation        -PERSONAL                         Fire                 Crew     0        0         0         1
    Flight Conducted Under   -14 CFR 91                         NONE                Pass     0        0         0         1
    Accident Occurred During -TAKEOFF
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
    Landing Gear   - FLOAT                       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1750                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                         OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                                Airport Data
    Basic Weather    - VMC                         UNK/NR
      Wind Dir/Speed- VARIABLE                                                                Runway Ident     - N/A
      Visibility     -   40.0   SM              ATC/Airspace                                  Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface   - N/A
      Lowest Ceiling       -   4000 FT OVERCAST   Type of Clearance   - NONE                  Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                Current        - YES     Total       -    344       Last 24 Hrs -      2
          SE LAND                                Months Since   - 14      Make/Model-    344       Last 30 Days-     50
                                                 Aircraft Type  - PA-18   Instrument-      6       Last 90 Days-    125

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PLT REPORTED THAT HE LANDED THE FLOAT PLANE ON THE KUSTATAN RIVER TO FISH. LATER, WHEN HE WAS DEPARTING, HE SELECTED AN AREA THAT REQUIRED NEGOTIATING A TURN ON THE STEP. HE REPORTED THAT THERE WAS A 10 TO 12 KNOT HEADWIND THAT BECAME A QUARTERING HEADWIND AS HE APPROACHED THE LIFT-OFF POINT. HOWEVER, AT THAT POINT, THE WIND WAS BLOCKED BY TREES TO VIRTUALLY NO WIND. REPORTEDLY, HE DID NOT HAVE SUFFICIENT AIRSPEED WHEN THE ACFT LIFTED OFF. SHORTLY AFTER LIFT-OFF, THE ACFT STALLED. SUBSEQUENTLY, IT SETTLED TO THE SURFACE & NOSED OVER BEFORE COMING TO REST NEXT TO A SAND BAR. THE PLT DID NOT POSSESS A SEA PLANE RATING.

Brief of Accident (Continued)

File No. - 587 7/30/85 KUSTATAN RIVER,AK A/C Reg. No. N1104N Time (Lcl) - 2215 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. IMPROPER DECISION,INADEQUATE TRAINING - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. WEATHER CONDITION - UNFAVORABLE WIND
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
9. LIFT-OFF - PREMATURE -
10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 584       7/31/85    ANCHORAGE,AK                A/C Reg. No. N7404X            Time (Lcl) - 2305 ADT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                              Injuries
                                                                  SUBSTANTIAL                         Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                        Fire                         Crew     0         0         0         1
      Flight Conducted Under     -14 CFR 91                        NONE                        Pass     0         0         0         3
      Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BALLOON WORKS FIREFLY 8        Eng Make/Model - N/A                     ELT Installed/Activated - YES/YES
      Landing Gear  - N/A                            Number Engines - N/A                        Stall Warning System - NO
      Max Gross Wt  -   1195                         Engine Type    - N/A
      No. of Seats  - UNK/NR                         Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                        Destination                               Airport Data
      Basic Weather    - VMC                           LOCAL
        Wind Dir/Speed- 300/003 KTS                                                             Runway Ident     - N/A
        Visibility     -   30.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling         -  6000 FT BROKEN     Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - UNK/NR
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     33              Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                              Current       - YES       Total      -     306        Last 24 Hrs -      1
                                                  Months Since  -  1        Make/Model-     306        Last 30 Days-      6
          FREE BALLOON                            Aircraft Type - FF-8      Instrument-       0        Last 90 Days-     12


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE THE PLT WAS APPROACHING A FIELD TO LAND, THE WIND SHIFTED & GUSTED, BLOWING THE BALLOON TOWARD A LIGHT STANDARD.
THE ENVELOPE GRAZED THE STANDARD, RIPPING THE MATERIAL NEAR THE TOP OF THE BALLOON. THE BALLOON THEN LANDED IN THE
FIELD. THE WIND WAS REPORTED TO BE FROM 300 DEG AT 3 GUSTING 10 KTS.

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File No. - 584 7/31/85 ANCHORAGE,AK A/C Reg. No. N7404X Time (Lcl) - 2305 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
6. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4,6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

     File No. - 586       8/05/85    CHICKALOON FLAT,AK        A/C Reg  No. N61684            Time (Lcl) - 1830 ADT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                      Fire               Crew       0         0          0          1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       0         0          0          1
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172                   Eng Make/Model - LYCOMING O-320-E2D         ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    2300                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power    -      150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                         ANCHORAGE,AK
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- 320/008 KTS                                                           Runway Ident     - N/A
       Visibility     -    50.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      42             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,CFI                             Current         - YES       Total       -    1190         Last 24 Hrs -       1
        SE LAND,ME LAND,SE SEA                     Months Since    - 22        Make/Model-     232          Last 30 Days-      10
                                                   Aircraft Type - C-172       Instrument-      74          Last 90 Days-      25
                                                                               Multi-Eng -      30

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT MADE AN OFF-ARPT LANDING ON AN AREA OF CLAY SILT WITH SPARSE GRASS. AFTER SLOWING THE ACFT TO ABOUT 20 TO
25 MPH, THE NOSEWHEEL WENT INTO A SHALLOW GULLY OF SOFT CLAY. THE ACFT THEN STOPPED ABRUPTLY & NOSED OVER.

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Brief of Accident (Continued)

File No. - 586   8/05/85   CHICKALOON FLAT,AK   A/C Reg. No. N61684   Time (Lcl) - 1830 ADT

Occurrence #1   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - DITCH

Occurrence #2   NOSE OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  585       8/05/85    MONTAGUE ISLAND,AK        A/C Reg. No. N4000C           Time (Lcl) - 1610 ADT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                    Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                   Pass      0        0        0        0
    Accident Occurred During  -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - STINSON 108-3              Eng Make/Model - FRANKLIN 6A4-165-B3       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2400                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                     Rated Power     -     165 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                    Destination                           Airport Data
    Basic Weather    - VMC                      UNK/NR
      Wind Dir/Speed- VARIABLE                                                        Runway Ident     - N/A
      Visibility     -   40.0   SM         ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR         Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling       -  7000 FT BROKEN Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE           Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     36             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                Current      - YES       Total      -    131        Last 24 Hrs -      2
       SE LAND                                Months Since -  2        Make/Model-     70        Last 30 Days-     10
                                              Aircraft Type - 108      Instrument-      3        Last 90 Days-     25

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING THE TAKFOFF ROLL, THE ACFT WAS KEPT CLOSE TO THE WATERLINE TO STAY ON THE HARD SAND. AFTER
ROLLING APRX 700 FT, THE TAIL WHEEL WAS RAISED. AT ABOUT THAT TIME, THE LEFT GEAR SANK IN SOFT SAND & PULLED THE
ACFT TO THE LEFT. SUBSEQUENTLY, THE ACFT ENCOUNTERED WATER FROM THE INCOMING TIDE & NOSED OVER.

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File No. - 585 8/05/85 MONTAGUE ISLAND,AK A/C Reg. No. N4000C Time (Lcl) - 1610 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3. TERRAIN CONDITION - WET

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. -  529       5/07/85    OZARK,AL                  A/C Reg. No. N6097M           Time (Lcl) - 2036 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                  Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass     0        0        0        0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152
     Landing Gear   - TRICYCLE-FIXED             Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - NO -N/A
     Max Gross Wt   -    1670                    Number Engines -  1                         Stall Warning System - YES
     No. of Seats   -       2                    Engine Type    - RECIPROCATING-CARBURETOR
                                                 Rated Power    -       110 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                             Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                  OFF AIRPORT/STRIP
       Method         - UNK/NR                     COLUMBIA,SC
       Completeness   - PARTIAL,LMTD BY PILOT    Destination                          Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC
       Wind Dir/Speed- 230/010 KTS                                                     Runway Ident     - N/A
       Visibility     -     10.0   SM          ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      8000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface   - N/A
       Lowest Ceiling          - NONE            Type of Clearance   - VFR             Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     26              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                             Current       - YES       Total        -    158       Last 24 Hrs -        4
         SE LAND                             Months Since  -  5        Make/Model-      158       Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR    Instrument-        0       Last 90 Days-       58

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ON A X-COUNTRY FLT FROM OZARK, AL TO COLUMBIA, SC & RETURN. HE USED 22 GAL OF FUEL EN ROUTE TO COLUMBIA.
BEFORE RETURNING, HE REFUELED THE ACFT TO ITS FULL CAPACITY OF 24.5 USABLE GALS. HOWEVER, ON THE RETURN FLT, HE
ENCOUNTERED HEADWINDS, DID NOT LEAN HIS MIXTURE & WAS VECTORED AROUND THUNDERSTORMS. BEFORE REACHING THE ARPT, THE
ENG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING. THE PLT REPORTED
THAT THE ACFT KNOCKED DOWN A POWER LINE & DAMAGED AN OAT CROP.

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Brief of Accident (Continued)

File No - 529   5/07/85   OZARK,AL   A/C Reg. No. N6097M   Time (Lcl) - 2036 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH

Finding(s)
7. OBJECT - WIRE,TRANSMISSION

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
8. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 547        5/11/85    ANDALUSIA,AL                A/C Reg. No. N3682V            Time (Lcl) - 1530 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                       Fire                   Crew      0        0         0        1
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0        0         0        0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150M                Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1600                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination                               Airport Data
    Basic Weather     - VMC                        LOCAL                                    ANDULUSIA-OPP
      Wind Dir/Speed- VARIABLE                                                              Runway Ident      - 29
      Visibility     -     7.0   SM             ATC/Airspace                                Runway Lth/Wid    -  5000/  100
      Lowest Sky/Clouds  -    UNK/NR              Type of Flight Plan - NONE                Runway Surface    - ASPHALT
      Lowest Ceiling        -   3000 FT BROKEN    Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     41              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
       STUDENT                                  Current       - N/A        Total       -    47        Last 24 Hrs -      1
                                                Months Since  - N/A        Make/Model-      35        Last 30 Days-      2
                                                Aircraft Type - N/A        Instrument-       1        Last 90 Days-      5


       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT REPORTED THAT DURING A LANDING ROLL, THE ACFT VEERED TO THE RIGHT, WENT OFF THE RIGHT SIDE OF THE
RWY & COLLIDE WITH A DIRT BANK.

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File No. - 547 5/11/85 ANDALUSIA,AL A/C Reg. No. N3682V Time (Lcl) - 1530 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

Brief of Accident

File No. - 546   5/11/85   GREENVILLE,AL   A/C Reg. No. N477M   Time (Lcl) - 1000 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GREAT LAKES 2T-1A-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-B1G6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GREENVILLE,AL
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
GREENVILLE MUNI
Runway Ident - 32
Runway Lth/Wid - 3790/ 80
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1190
Make/Model- 66
Instrument- 170
Multi-Eng - 1060

Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 60

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT HE MADE A NORMAL APCH FOR A FULL STOP, 3-POINT LANDING. DURING THE LANDING ROLL, THE ACFT BEGAN TO VIBRATE & SHAKE LATERALLY. THE PLT REPORTED THAT THE VIBRATION WAS CAUSED BY A TAIL WHEEL SHIMMY, BUT AT FIRST, HE DID NOT REALIZE WHAT CAUSED THE SHAKING. THE ACFT BEGAN DRIFTING, BUT IT WAS TOO SLOW FOR RUDDER EFFECTIVENSS, SO THE PLT USED DIFFERENTIAL BRAKING. THE ACFT THEN SWERVED OFF THE RWY & FLIPPED OVER. AN EXAM & DISASSEMBLY OF THE TAILWHEEL DID NOT REVEAL ANY MECHANICAL FAILURE OR MALFUNCTION.

File No. - 546 5/11/85 GREENVILLE,AL A/C Reg. No. N477M Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,TAILWHEEL - UNLOCKED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                        National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. -  527       3/27/85    ONXY,AR                A/C Reg. No. N6048B           Time (Lcl) - 1430 CST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                           Injuries
                                                               DESTROYED                    Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire               Crew          1        0          0         0
     Flight Conducted Under     -14 CFR 91                     NONE               Pass          1        0          0         0
     Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182A              Eng Make/Model - CONTINENTAL O-470-L     ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2650                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                   Rated Power     -     230 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                     OFF AIRPORT/STRIP
       Method         - ACFT RADIO                    OKLAHOMA CITY,OK
       Completeness   - FULL                       Destination                           Airport Data
     Basic Weather    - IMC                           HOT SPRINGS,AR
       Wind Dir/Speed- 170/005 KTS                                                          Runway Ident     - N/A
       Visibility     -      1.000 SM              ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      PART OBS            Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling       - UNK/NR    OVERCAST     Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- FOG                   Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -    49          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current         - UNK/NR     Total      -     239        Last 24 Hrs -       2
         SE LAND                                Months Since    - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                Aircraft Type   - UNK/NR     Instrument- UNK/NR         Last 90 Days-      25
                                                                             Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
AT 1230 CST ON 3/27/85, THE PLT & HIS WIFE DEPARTED ON A X-COUNTRY FLT, BUT DID NOT ARRIVE AT THEIR DESTINATION. WHEN
FAMILY MEMBERS BECAME CONCERNED, A SEARCH WAS INITIATED. THE WRECKAGE WAS LOCATED ON 3/31/85 WHERE THE ACFT COLLIDED
WITH TREES & CRASHED ON WOODED TERRAIN. INVESTIGATION REVEALED THE PLT HAD OBTAINED AN AIRBORNE WX BRIEFING AT 1343 CST.
THE LATEST WX AT HOT SPRINGS AT THAT TIME WAS REPORTED AS SKY PARTIALLY OBSCURED, 800' OVERCAST, VISIBILITY 3/4 MI
WITH FOG, WIND 170 DEG AT 5 KTS. A RADAR SUMMARY SHOWED 2/10 COVERAGE OF THUNDERSTORMS & RAIN SHOWERS IN THE AREA. AN
EXAM OF THE CRASH SITE SHOWED THAT INITIAL IMPACT WAS WITH TREES AT APRX 40' AGL. THE 1ST IMPACT WITH THE GROUND WAS
ABOUT 200' BEYOND INITIAL IMPACT WITH THE TREES. THE WRECKAGE PATH WAS 400' LONG. NO PREIMPACT PART FAILURE/MALFUNCTION
WAS FOUND. THE PROP BLADES HAD SIGNIFICANT ROTATIONAL DAMAGE. APRX 27 MI NW AT HOT SPRINGS, THE 1358 WX WAS IN PART:
PARTIALLY OBSCURED, 800 FT OVERCAST, 1 MI VIS WITH FOG. THE CRASH SITE WAS APRX 300' ABOVE THE ELEV AT HOT SPRINGS.
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File No. - 527 3/27/85 ONXY,AR A/C Reg. No. N6048B Time (Lcl) - 1430 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 550 5/06/85 EARLE,AR A/C Reg. No N8138K Time (Lcl) - 1000 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GULFSTREAM-SCHWEIZER G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apcn/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FARM STRIP
Runway Ident - N/A
Runway Lth/Wid - 2500
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15000
Make/Model- 3000
Instrument- UNK/NR
Multi-Eng - 2000
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING TAKEOFF FROM A FARM STRIP, THE ENG LOST POWER SHORTLY AFTER LIFT-OFF. THE PLT LANDED STRAIGHT AHEAD; HOWEVER, DURING THE LANDING ROLL, THE ACFT ENCOUNTERED A LOW, WET AREA & NOSED OVER. AN EXAM OF THE ENG REVEALED ABOUT A CUP OF WATER IN THE CARBURETOR BOWL. FUEL SAMPLES WERE NOT AVAILABLE FROM THE FUEL TANK SINCE IT HAD RUPTURED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 550 5/06/85 EARLE,AR A/C Reg. No. N8138K Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT
4. APPROACH AIDS - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 446 5/29/85 JONESBORO,AR A/C Reg. No. N29WL Time (Lcl) - 1300 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	1	0	0

----Aircraft Information----

Make/Model - BELL OH-13E
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 1

Eng Make/Model - FRANKLIN 6V-335
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2252
Make/Model- 102
Instrument- 24
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - 102

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT THE ENG QUIT DUE TO FUEL EXHAUSTION. HE ATTEMPTED TO LAND STRAIGHT AHEAD ON SOFT TERRAIN, BUT THE HELICOPTER ROLLED OVER. DURING THE ACCIDENT SEQUENCE, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM & SCATTERED PARTS AHEAD OF & TO THE RGT OF THE FLT PATH. THE FLAGMAN WAS APRX 100 FT AHEAD OF THE IMPACT POINT & WAS STRUCK BY FLYING DEBRIS. NO FUEL WAS FOUND IN THE FUEL TANK AFTER THE ACCIDENT. AT THE TIME OF THE ACCIDENT, THE PLT DID NOT POSSESS AN FAA HELICOPTER RATING NOR AN AERIAL APPLICATION CERTIFICATE. ALSO, HE REPORTED THAT THE FUEL GAGES WERE NOT RELIABLE.

Brief of Accident (Continued)

File No. - 446 5/29/85 JONESBORO,AR A/C Reg. No. N29WL Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident

   File No. - 589      1/22/85    CHANDLER,AZ             A/C Reg. No. N65273          Time (Lcl) - 1100 MST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL               Fire                   Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                    NONE                  Pass    0        0        0        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 152            Eng Make/Model - LYCOMING O-235-L2C         ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED        Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt    -    1670               Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       2               Rated Power     -      110 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                  ON AIRPORT
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                  Destination                         Airport Data
    Basic Weather    - VMC                      LOCAL                               CHANDLER MUNI
      Wind Dir/Speed- CALM                                                          Runway Ident     - 22
      Visibility     -    20.0   SM       ATC/Airspace                              Runway Lth/Wid   -  3810/   75
      Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE        Runway Surface   - ASPHALT
      Lowest Ceiling        - 12000 FT BROKEN     Type of Clearance   - NONE        Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                      TOUCH AND GO
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     22             Medical Certificate - NO MEDICAL
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
       NONE                                 Current       - N/A      Total       -    31         Last 24 Hrs -     2
                                            Months Since  - N/A      Make/Model-      31         Last 30 Days-     9
                                            Aircraft Type - N/A      Instrument-       1         Last 90 Days-    22


       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE FLT INSTRUCTOR (CFI), THE STUDENT PLT DEMONSTRATED 4 GOOD TOUCH-&-GO LANDINGS WHILE ON A DUAL
INSTRUCTIONAL FLT. THE CFI DECIDED TO SOLO THE STUDENT, WHO DID NOT HOLD EITHER A MEDICAL OR STUDENT PLT CERTIFICATE.
THE CFI TOLD THE STUDENT TO MAKE 1 SOLO TOUCH-&-GO FOLLOWED BY A FULL STOP LANDING. ACCORDING TO THE CFI, THE
STUDENT FLEW A NORMAL PATTERN; HOWEVER, HE MADE A HARD LANDING WHICH WAS FOLLOWED BY A HIGH BOUNCE. THE ACFT BEGAN
TO PORPOISE, & AFTER 6 OR 7 OSCILLATIONS, IT IMPACTED NOSE 1ST, THEN CAME TO REST WITH THE NOSE GEAR COLLAPSED.

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Brief of Accident (Continued)

File No. - 589 1/22/85 CHANDLER,AZ A/C Reg. No. N65273 Time (Lcl) - 1100 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - FLIGHT INSTRUCTOR(ON GROUND)
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

     File No. - 459       3/02/85    YUMA,AZ                A/C Reg. No. N913S            Time (Lcl) - 1020 MST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation         -AEROBATICS                     Fire               Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE              Pass     0        0        0        0
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SEVDY PITTS SPECIAL 104       Eng Make/Model - LYCOMING O-360-C2C         ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                            Stall Warning System - NO
    Max Gross Wt   -    900                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      1                        Rated Power    -    180 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                            YUMA,AZ
      Completeness   - N/A                         Destination                              Airport Data
    Basic Weather    - VMC                            LOCAL                                   AG STRIP
      Wind Dir/Speed- 270/010 KTS                                                             Runway Ident     - N/A
      Visibility     -     7.0   SM               ATC/Airspace                                Runway Lth/Wid   -  1800
      Lowest Sky/Clouds  -       1500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - GRAVEL
      Lowest Ceiling          - NONE                Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     32           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,MILITARY                       Current        - YES         Total       -   1626        Last 24 Hrs -       1
        SE LAND,ME LAND                           Months Since   -  7          Make/Model-       72        Last 30 Days-      16
                                                  Aircraft Type - OV-10D       Instrument-      307        Last 90 Days-      57
                                                                               Multi-Eng -     1067

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE PRACTICING AEROBATICS FOR AN AIRSHOW, THE PLT ENTERED A SPIN. DURING THE SPIN MANEUVER, THE ENG SPUTTERED,
LOST POWER & THE PROP STOPPED TURNING. THE ACFT WAS NOT EQUIPPED WITH AN ELECTRIC STARTER, SO THE PLT TRIED TO
WINDMILL THE PROP BY DIVING, BUT WAS UNABLE. THE ACFT WAS NEAR AN 1800 FT AG STRIP, SO THE PLT ELECTED TO MAKE A
FORCED LANDING THERE. HOWEVER, ON FINAL APCH, THE LANDING GEAR STRUCK A DIRT EMBANKMENT OF AN IRRIGATION DITCH, JUST
SHORT OF THE AIRSTRIP. THE ACFT THEN NOSED OVER & CAME TO REST IN THE DITCH. DURING AN EXAM, A LACK OF COMPRESSION
WAS FOUND IN THE #1 & #3 CYLINDERS; HOWEVER, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.
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Brief of Accident (Continued)

File No. - 459   3/02/85   YUMA,AZ   A/C Reg. No. N913S   Time (Lcl) - 1020 MST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING

Finding(s)
1. UNDETERMINED
2. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

Occurrence #4   NOSE OVER
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                                    Brief of Accident

     File No. - 517       4/06/85    QUARTZSITE,AZ            A/C Reg. No  N66MG              Time (Lcl) - 1130 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire               Crew      0         0          0         1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0         0          0         1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 210A                 Eng Make/Model - CONTINENTAL IO-470-E      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -   2900                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      4                      Rated Power    -     265 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                     Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                          ON AIRSTRIP
       Method         - N/A                        SCOTTSDALE,AZ
       Completeness   - N/A                     Destination                                 Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                              DESERT GARDENS
       Wind Dir/Speed- VARIABLE                                                                 Runway Ident     - 27
       Visibility     -    30.0   SM           ATC/Airspace                                     Runway Lth/Wid   -  2500/  100
       Lowest Sky/Clouds -      CLEAR            Type of Flight Plan -                          Runway Surface   - GRAVEL
       Lowest Ceiling          - NONE            Type of Clearance     - NONE                   Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg        - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      54           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                              Current        - YES         Total       -   2015          Last 24 Hrs -       5
        SE LAND,ME LAND                         Months Since   -  1          Make/Model-    224          Last 30 Days- UNK/NR
                                                Aircraft Type  - C-210       Instrument-    226          Last 90 Days-       6
                                                                             Multi-Eng -    846

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE OWNER OF THE AIRSTRIP REPORTED THAT HE OBSERVED THE ACFT TOUCHDOWN WITH ITS LEFT WHEEL 2 TO 3 FT LEFT OF THE
IMPROVED PORTION OF THE RWY. THEREAFTER THE ACFT ROLLED APRX PARALLEL TO THE RWY UNTIL ITS LEFT WING HIT THE TOP
OF A 10 FT TREE BESIDE THE RWY. THE ACFT THEN SWERVED INTO A DIRT BERM AND WAS FURTHER DAMAGED.
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Brief of Accident (Continued)

File No. - 517 4/06/85 QUARTZSITE,AZ A/C Reg. No. N66MG Time (Lcl) - 1130 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 467       5/05/85    WICKENBURG,AZ            A/C Reg. No. N24970              Time (Lcl) - 1815 MST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               DESTROYED                    Fatal    Serious    Minor     None
    Type of Operation           -PERSONAL                     Fire                   Crew     0         0         0         1
    Flight Conducted Unde       -14 CFR 91                     NONE                  Pass     0         0         0         1
    Accident Occurred During    -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C         ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -    110 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE                  BULLHEAD CITY,AZ
      Completeness   - WEATHER NOT PERTINENT    Destination                             Airport Data
    Basic Weather    - VMC                        SCOTTSDALE,AZ                           WICKENBURG
      Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
      Visibility     -    30.0   SM            ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling        - 25000 FT BROKEN      Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      59              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                      Flight Time (Hours)
        ATP,CFI                                 Current         - YES       Total        -  13200         Last 24 Hrs -       8
        SE LAND,ME LAND                         Months Since    -  7        Make/Model-    5000         Last 30 Days- UNK/NR
        HELICOPTER                              Aircraft Type - C-500       Instrument-     490         Last 90 Days-     245
                                                                            Multi-Eng -    5000         Rotorcraft   -    200

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DEPARTED BULLHEAD CITY WITH AN ESTIMATED 12 GAL OF FUEL ON BOARD. WHILE EN ROUTE, HE REALIZED THAT THE
ACFT WAS LOW ON FUEL, SO HE DECIDED TO LAND AT WICKENBURG. BEFORE REACHING THE ARPT, THE ENG LOST POWER FROM FUEL
EXHAUSTION. THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A DRY WASH APRX 1 MI NW OF THE ARPT.

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File No. - 467   5/05/85   WICKENBURG,AZ   A/C Reg. No. N24970   Time (Lcl) - 1815 MST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  551       1/03/85    SANTA BARBARA,CA          A/C Reg. No. N2246Q            Time (Lcl) - 0740 PST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                         Injuries
    Name of Carrier           -PETROLEUM HELICOPTERS, IN        SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire                   Crew     0         0         0        1
    Flight Conducted Under    -14 CFR 135                       NONE                  Pass     0         0         0        1
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 2061-1                    Eng Make/Model - ALLISON 250-C28B         ELT Installed/Activated - YES/NO
    Landing Gear   - HIGH SKID                      Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -   4150                         Engine Type    - TURBOSHAFT
    No. of Seats   -      7                         Rated Power    -     435 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 130/006 KTS                                                         Runway Ident     - N/A
      Visibility     -    25.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling         - NONE               Type of Clearance   - VFR               Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     42              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
       ATP                                       Current       - YES     Total      -  10207       Last 24 Hrs -       1
       ME LAND                                   Months Since  -  9      Make/Model-   1054       Last 30 Days- UNK/NR
       HELICOPTER                                Aircraft Type - 212     Instrument-    675       Last 90 Days-      95
                                                                         Multi-Eng -     33       Rotorcraft  -   10021

       Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF & DEPARTURE, THE HELICOPTER CLIMBED TO ABOUT 150 FT AGL & STARTED TO PROCEED OVER WATER. AS IT
CROSSED OVER THE SHORELINE NEAR THE END OF THE RWY, THE ENG FLAMED OUT. THE PLT TURNED ABOUT 120 DEG BACK TOWARD A
BEECH AREA & MADE AN AUTOROTATIVE LANDING ON SOFT, SANDY TERRAIN. THE HFICOPTER TOUCHED DOWN WITH A FORWARD SPEED
OF 8 TO 10 KTS. AS THE SKIDS SANK IN THE SAND, THE PLT APPLIED AFT CYCLIC & THE MAIN ROTOR BLADES STRUCK THE TAIL
BOOM. AN EXAM OF THE ENG & FUEL SYS REVEALED NO REASON FOR THE POWER LOSS.
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File No. - 551 1/03/85 SANTA BARBARA,CA A/C Reg. No. N2246Q Time (Lcl) - 0740 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 553 1/10/85 VAN NUYS,CA A/C Reg. No. N5111V Time (Lcl) - 1544 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLT
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - SMITH MINIPLANE DSA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
VAN NUYS
Runway Ident - 16R
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND ME LAND
GLIDER

Age - 58
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL WAIVERS/LIMIT

Flight Time (Hours)
Total - 3520
Make/Model- 300
Instrument- 250
Multi-Eng - 520

Last 24 Hrs - 0
Last 30 Days- 0
Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

----Narrative----

THIS WAS THE INITIAL TEST FLT AFTER INSTALLATION OF REBUILT WINGS. ON THE TAKEOFF ROLL, THE ACFT BEGAN DRIFTING TO THE RIGHT & THE PLT CORRECTED WITH LEFT AILERON. HE STATED THAT THE ACFT "WHIPPED VIOLENTLY FURTHER TO RIGHT, CAUGHT A WING TIP & GROUND LOOPED." AN EXAM DISCLOSED THAT THE AILERON BELLCRANK WAS IMPROPERLY INSTALLED CAUSING THE AILERONS TO RESPOND IN REVERSE.

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      File No. - 553        1/10/85    VAN NUYS,CA                 A/C Reg. No. N5111V              Time (Lcl) - 1544 PST
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Occurrence #1          DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
  1. FLT CONTROL SYST,AILERON CONTROL - IMPROPER
  2.    MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  4.      IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - ON GROUND
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
  5. DIRECTIONAL CONTROL - NOT POSSIBLE -
  6. GROUND LOOP/SWERVE - UNCONTROLLED -
---------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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                                        Brief of Accident

     File No. - 554      1/14/85    FULLERTON,CA              A/C Reg. No. N3279T           Time (Lcl) - 1110 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                 Crew       0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass       0        0        1        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 177                    Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2275                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -    4                          Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     ON AIRPORT
      Method         - N/A                           FULLERTON,CA
      Completeness   - N/A                         Destination                            Airport Data
    Basic Weather    - VMC                           LOCAL                                  FULLERTON MUNI
      Wind Dir/Speed- 300/003 KTS                                                           Runway Ident     - 06
      Visibility     -   35.0   SM               ATC/Airspace                               Runway Lth/Wid   -  3121/   75
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE               Type of Clearance   - VFR                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      33              Medical Certificate - NO MEDICAL
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       NONE                                    Current        - N/A       Total       - UNK/NR        Last 24 Hrs - UNK/NR
                                               Months Since   - N/A       Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                               Aircraft Type - N/A        Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ON LANDING, THE ACFT PORPOISED AFTER IT TOUCHED DOWN LONG & FAST. A GO-AROUND WAS ATTEMPTED, BUT TOO LATE, & THE ACFT
STRUCK A FENCE AT THE END OF THE RWY. THE OWNER OF THE ACFT A PRE-SOLO STUDENT PILOT, WAS A PASSENGER. THE "PILOT"
LEFT THE SCENE & COULD NOT BE LOCATED. FAA RECORDS DID NOT INDICATE THAT THE "PILOT" EVER HELD AN AIRMAN CERTIFICATE.
THE "PILOT" HAD REPRESENTED HIMSELF TO THE OWNER AS AN ACFT MECHANIC & HAD MADE ARRANGEMENTS TO CONDUCT AN ANNUAL
INSPECTION OF THE ACFT. THE PURPOSE OF THE FLT WAS TO "CHECK OUT THE ACFT. . ."

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File No. - 554 1/14/85 FULLERTON,CA A/C Reg. No. N3279T Time (Lcl) - 1110 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
8. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
9. ABORTED LANDING - INITIATED - PILOT IN COMMAND
10. OBJECT - FENCE
11. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7,8,11

Factor(s) relating to this accident is/are finding(s) 3,4,5,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 465        1/21/85    PINE VALLEY,CA              A/C Reg. No. N24BC             Time (Lcl) - 1840 PST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               DESTROYED                    Fatal    Serious    Minor     None
    Type of Operation         -BUSINESS                       Fire                   Crew     1         0         0         0
    Flight Conducted Under    -14 CFR 91                       ON GROUND             Pass     1         0         0         0
    Accident Occurred During  -MANEUVERING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A185F           Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED    Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   3350                 Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      6                 Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                           PHOENIX,AZ
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - IMC                           SANTEE,CA
      Wind Dir/Speed- UNK/NR                                                                 Runway Ident     - N/A
      Visibility     - UNK/NR                    ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                          Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling          - UNK/NR   BROKEN     Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- FOG                   Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     47            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                 Current        - UNK/NR    Total      -     650          Last 24 Hrs  - UNK/NR
       SE LAND                                 Months Since   - UNK/NR    Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR           Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative-- -
THE ACFT CRASHED WHILE THE PLT WAS RETURNING FROM A X-COUNTRY FLT AT NIGHT. WITNESSES REPORTED THAT THE ACFT WAS FLYING
LOW IN A WESTERLY DIRECTION & APPEARED TO BE FOLLOWING INTERSTATE HIGHWAY 8. ONE WITNESS, WHO WAS TRAVELING WESTBOUND,
STATED THAT THE ACFT OVERTOOK HIM WHILE FLYING AT ABOUT 100 TO 200 FT ABOVE HIS AUTO. HE FURTHER REPORTED THAT THE
ACFT THEN TURNED, CROSSED OVER THE FREEWAY, STRUCK THE SIDE OF THE MOUNTAIN & BURST INTO FLAMES. THE ELEVATION OF THE
CRASH SITE WAS APRX 4200 FT. LOW CLOUDS WERE REPORTED IN THE AREA AT THE TIME OF THE ACCIDENT. APRX 23 MI WEST AT THE
GILLESPI ARPT, THE WX WAS REPORTED AS 3000 FT OVERCAST WITH 10 MI VISIBILITY. THE ELEVATION AT GILLESPI WAS 385 FT.
NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS FOUND.
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Brief of Accident (Continued)

File No. - 465 | 1/21/85 | PINE VALLEY,CA | A/C Reg. No. N24BC | Time (Lcl) - 1840 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE
1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED -
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 594      1/23/85    EUREKA,CA                    A/C Reg. No. N493 P             Time (Lcl) - 1410 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                              SUBSTANTIAL              Fatal  Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                Fire              Crew     0       0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE             Pass     0       0        0        0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 152             Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED         Number Engines - 1                            Stall Warning System - YES
    Max Gross Wt  -   1670                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -     2                  Rated Power    -    110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
      Method        - N/A                         EUREKA,CA
      Completeness  - N/A                      Destination                             Airport Data
    Basic Weather   - VMC                         SAME AS ACC/INC                          KNEELAND
      Wind Dir/Speed- 300/007 KTS                                                          Runway Ident    - 33
      Visibility    -   25.0   SM             ATC/Airspace                                 Runway Lth/Wid  -  2270/   50
      Lowest Sky/Clouds -    SCATTERED          Type of Flight Plan - NONE                 Runway Surface  - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                 Runway Status   - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                    FULL STOP
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -    44         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
        STUDENT                             Current        - N/A      Total      -     41          Last 24 Hrs -     4
                                            Months Since   - N/A      Make/Model-     39          Last 30 Days      13
                                            Aircraft Type  - N/A      Instrument-      2          Last 90 Days      39


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A LOCAL SOLO INSTRUCTIONAL FLT, THE STUDENT PLT MADE 3 ATTEMPTS TO LAND AT THE ARPT. ON THE 3RD APCH, THE ACFT
TOUCHED DOWN ABOUT HALFWAY DOWN THE RWY "A LITTLE FAST."  THE PLT ADDED POWER TO ABORT THE LANDING & MAKE A GO-AROUND.
HE THEN CHANGED HIS MIND & REDUCED THE POWER TO IDLE TO CONTINUE THE LANDING. THE PLT THEN HAD MISGIVINGS ABOUT THE
AMOUNT OF RWY REMAINING & ELECTED TO GO AROUND AFTER ALL. IMMEDIATELY AFTER THE LAST POWER APPLICATION, THE NOSEWHEEL
BEGAN TO "SHAKE VIOLENTLY."  ONCE MORE, THE PLT DECIDED TO STOP THE ACFT "TO EXAMINE THE NOSEWHEEL."  HOWEVER, THERE
WAS INSUFFICIENT RWY REMAINING TO STOP THE ACFT.  SUBSEQUENTLY, THE ACFT SKIDDED OFF THE DEPARTURE END OF THE RWY,
WENT DOWN AN EMBANKMENT & WAS DAMAGED.
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File No. - 594   1/23/85   EUREKA,CA   A/C Reg. No. N4931P   Time (Lcl) - 1410 PST

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - INITIATED - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. IMPROPER DECISION,ANXIETY/APPRENHENSION - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 555      2/03/85    BIG BEAR,CA              A/C Reg. No. N30069          Time (Lcl) - 1720 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                    Injuries
                                                            SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation         -PERSONAL                    Fire                 Crew     0        0        0      1
    Flight Conducted Under    -14 CFR 91                    NONE                Pass     0        0        0      4
    Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-300           Eng Make/Model - LYCOMING IO-540-K1G5    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   3400                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      6                    Rated Power    -    300 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - UNK/NR                    SAN DIEGO,CA                              BIG BEAR CITY
      Wind Dir/Speed- 210/010 KTS                                                        Runway Ident     - 07
      Visibility     -    2.000 SM           ATC/Airspace                                Runway Lth/Wid   -  5850/   75
      Lowest Sky/Clouds  -     UNK/NR          Type of Flight Plan - IFR                 Runway Surface   - ASPHALT
      Lowest Ceiling     -   1500 FT OVERCAST  Type of Clearance   - IFR                 Runway Status    - DRY
      Obstructions to Vision- FOG              Type Apch/Lndg      - NONE
      Precipitation      - NONE
      Condition of Light   - DUSK
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -    40            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                          Current        - YES     Total      -   1154        Last 24 Hrs -      1
       SE LAND                             Months Since   -  1      Make/Model-      45        Last 30 Days- UNK/NR
                                           Aircraft Type  - PA-32   Instrument-     234        Last 90 Days-      8

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
```

----Narrative----

AFTER SPENDING THE DAY SKIING, THE PLT & PASSENGERS PLANNED TO DEPART ON A RETURN FLT TO SAN DIEGO. THE WIND WAS FROM 210 TO 220 DEG AT ABOUT 10 MPH. THE PLT ELECTED TO TAKEOFF ON RWY 7 SINCE LOW CLOUDS WERE APPROACHING FROM THE WEST & THE VISIBILITY WAS NEAR ZERO IN THAT DIRECTION. THE VISIBILITY TO THE EAST WAS APRX 2 MI. REPORTEDLY, THE ACFT TRAVELED ABOUT 2500 FT & HAD ACCELERATED TO 55 MPH WHEN IT WAS ROTATED FOR TAKEOFF. AT ABOUT THAT TIME, IT VEERED LEFT, OVERRAN THE EDGE OF THE RWY & COLLIDED WITH A SNOW BANK. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS REPORTED. THE ARPT ELEV WAS 6750 FT.

File No. - 555 2/03/95 BIG BEAR,CA A/C Reg. No. N30069 Time (Lcl) - 1720 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
8. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,8

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                       National Transportation Safety Board
                            Washington, D.C. 20594



                                Brief of Accident
     File No. - 455        2/13/85    UKIAH,CA                A/C Reg. No. N21300            Time (Lcl) - 1535 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage
    Name of Carrier           -WILLIAM B. COOK                SUBSTANTIAL                        Injuries
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                    Fatal    Serious    Minor     None
    Flight Conducted Under    -14 CFR 135                     NONE          Crew      0          0          0         1
    Accident Occurred During  -TAXI                                         Pass      0          0          0         2
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 177RG                Eng Make/Model - LYCOMING IO-360          ELT Installed/Activated - YES,NO
    Landing Gear  - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -   2800                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -     4                       Rated Power    -    200 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                    ON AIRPORT
       Method         - IN PERSON                    SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT      Destination
     Basic Weather    - VMC                          SACRAMENTO,CA                       Airport Data
       Wind Dir/Speed- CALM                                                                UKIAH
       Visibility     -    30.0   SM              ATC/Airspace                               Runway Ident     - 15
       Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE               Runway Lth/Wid   -  5005/  150
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Surface   - ASPHALT
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE               Runway Status    - DRY
       Precipitation         - NONE
       Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -    58            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                               Current       - YES       Total      -   6967      Last 24 Hrs -     1
        SE LAND,ME LAND                          Months Since  -  1        Make/Model-     26      Last 30 Days-    40
                                                 Aircraft Type - 177RG     Instrument-    140      Last 90 Days-    87
                                                                           Multi-Eng -      6

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON A DARK NIGHT, THE PLT FAILED TO OBSERVE THAT THE TAXIWAY (ON WHICH HE WAS TAXIING) MADE A 90 DEG TURN TO CONNECT
WITH THE BEGINNING OF THE RWY. WHERE THE TAXIWAY TURNED, THE ACFT CONTINUED STRAIGHT AHEAD & WENT INTO A 3 FT DEEP
DITCH. THERE WERE NO TAXIWAY EDGE MARKINGS & THE CENTERLINE STRIPE WAS NOT OF A REFLECTIVE TYPE.
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Brief of Accident (Continued)

File No. - 455   2/13/85   UKIAH,CA   A/C Reg. No. N21800   Time (Lcl) - 1835 PST

Occurrence   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
1. AIRPORT FACILITIES,TAXIWAY LIGHTING - UNAVAILABLE
2. LIGHT CONDITION - DARK NIGHT
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 456        2/16/85    HAYWARD,CA                A/C Reg. No. N4186W            Time (Lcl) - 1519 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                  Fire               Crew     0        0        0       2
    Flight Conducted Under     -14 CFR 91                       NONE              Pass     0        0        0       0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-300              Eng Make/Model - LYCOMING IO-540-K1A5     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3400                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                      Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                            Airport Data
    Basic Weather    - VMC                          LOCAL                                  HAYWARD AIR TERMINAL
      Wind Dir/Speed- 290/005 KTS                                                          Runway Ident    - 28R
      Visibility     -      8.0   SM            ATC/Airspace                               Runway Lth/Wid  -  3536/   75
      Lowest Sky/Clouds  -     25000 FT THIN BKN  Type of Flight Plan - NONE                Runway Surface  - ASPHALT
      Lowest Ceiling       - NONE                 Type of Clearance   - VFR                 Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                           Current         - YES      Total        -    1380      Last 24 Hrs -        0
        SE LAND,ME LAND                          Months Since    -  9       Make/Model-        13      Last 30 Days- UNK/NR
                                                 Aircraft Type - C-172      Instrument-       125      Last 90 Days-      130
                                                                            Multi-Eng -       200

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE THE INSTRUCTOR PLT (CFI) & STUDENT WERE PRACTICING LANDINGS, THE ENG LOST POWER DURING THE INITIAL CLIMB
OF THE 4TH TOUCH-&-GO AT APRX 30 TO 40 FT AGL. THE CFI TOOK CONTROL OF THE ACFT & ATTEMPTED TO LAND ON THE REMAINING
RWY, HOWEVER, THE ACFT CONTINUED OFF THE END OF THE RWY & COLLIDED WITH A FENCE BEFORE COMING TO REST ON A GOLF
COURSE. DURING SUBSEQUENT EXAM & ENG TESTS, NO REASON COULD BE FOUND FOR THE LOSS OF POWER.
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Brief of Accident (Continued)

File No. - 456   2/16/85   HAYWARD,CA   A/C Reg. No. N4186W   Time (Lcl) - 1519 PST

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING

Occurrence #3   OVERRUN
Phase of Operation   LANDING - ROLL

Occurrence #4   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
2. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 595        2/17/85    HEALDSBURG,CA               A/C Reg. No. N739XZ            Time (Lcl) - 1245 PST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor   None
    Type of Operation           -PERSONAL                       Fire                Crew      0        0        1       0
    Flight Conducted Under      -14 CFR 91                       NONE               Pass      0        0        2       0
    Accident Occurred During    -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N                Eng Make/Model - LYCOMING O-320-H2AD        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2220                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
       Method           - N/A                        CLOVERDALE,CA
       Completeness     - N/A                     Destination                           Airport Data
     Basic Weather      - VMC                        LOCAL                                 CLOVERDALE
       Wind Dir/Speed- 160/008 KTS                                                         Runway Ident      - N/A
       Visibility     -    40.0   SM             ATC/Airspace                              Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     THIN BKN            Type of Flight Plan - NONE              Runway Surface    - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE              Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                         Current         - YES      Total       -    352      Last 24 Hrs -        1
         SE LAND                                Months Since    - 19       Make/Model-       96      Last 30 Days- UNK/NR
         HELICOPTER                             Aircraft Type - UNK/NR     Instrument-       16      Last 90 Days-       52
                                                                                                     Rotorcraft  -      172

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A LOCAL FLT, THE ACFT COLLIDED WITH TREES IN A CANYON. THE PLT REPORTED THE ACFT'S ALT WAS LOWER THAN
ANTICIPATED & THE TERRAIN IN THE CANYON ROSE RAPIDLY. FULL ENG POWER WAS NOT SUFFICIENT TO NEGOTIATE THE RISING
TERRAIN. THE PLT REPORTED THE ACFT'S AIRSPEED & ALT WERE INSUFFICIENT TO EXECUTE A 180 DEG TURN. REALIZING HIS
SITUATION, HE ELECTED TO "STALL" THE ACFT INTO THE TREES.

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File No. - 595 2/17/85 HEALDSBURG,CA A/C Reg. No. N739XZ Time (Lcl) - 1245 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - RISING
5. PROPER CLIMB RATE - NOT POSSIBLE -
6. STALL/MUSH
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. -  457       2/19/85    TRANQUILITY,CA             A/C Reg. No. N7084F            Time (Lcl) - 1530 PST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                    Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                       Fire                    Crew      0        0        0        1
      Flight Conducted Under     -14 CFR 91                       NONE                   Pass      0        0        0        0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150F                  Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    1600                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
        Method          - N/A                         TRANQUILITY,CA
        Completeness    - N/A                      Destination                             Airport Data
      Basic Weather     - VMC                         LOCAL
        Wind Dir/Speed- 270/003 KTS                                                          Runway Ident     - N/A
        Visibility    -     2.500 SM              ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     20000 FT           Type of Flight Plan - NONE               Runway Surface   - N/A
        Lowest Ceiling        - 20000 FT OVERCAST   Type of Clearance   - NONE               Runway Status    - N/A
        Obstructions to Vision- HAZE                Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     34           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (hours)
          STUDENT                                 Current       - N/A        Total       - UNK/NR        Last 24 Hrs - UNK/NR
                                                  Months Since  - N/A        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                  Aircraft Type - N/A        Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE STUDENT PLT'S MOTHER, HER SON TOOK OFF FROM THEIR COMPANY'S PRIVATELY OWNED AIRSTRIP FOR THE
PURPOSE OF REFUELING THE COMPANY'S ACFT. AFTER FLYING FOR ABOUT 15 MIN, THE ACFT EXHAUSTED ITS FUEL SUPPLY. THE PLT
MADE A FORCED LANDING IN AN OPEN FIELD. DURING ROLLOUT, THE ACFT CAME TO AN ABRUPT STOP IN A DITCH.

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Brief of Accident (Continued)

File No. - 457   2/19/85   TRANQUILITY,CA   A/C Reg. No. N7084F   Time (Lcl) - 1530 PST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. - 458      2/26/85    APPLE VALLEY,CA          A/C Reg. No. N21780          Time (Lcl) - 1600 PST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                 SUBSTANTIAL                    Injuries
    Type of Operation           -PERSONAL                                         Fatal   Serious   Minor   None
    Flight Conducted Under      -14 CFR 91                       Fire        Crew   0        0        0       1
    Accident Occurred During    -LANDING                          NONE       Pass   0        0        2       0
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32RT-300T       Eng Make/Model - LYCOMING TIO-540        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3600                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                     OFF AIRPORT/STRIP
      Method         - TELEPHONE                  SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT   Destination                             Airport Data
    Basic Weather    - VMC                        FRESNO,CA                                APPLE VALLEY
      Wind Dir/Speed- CALM                                                                 Runway Ident     - N/A
      Visibility     -    30.0   SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     37             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                 Current       - YES        Total      -    2889         Last 24 Hrs -       0
        SE LAND,ME LAND                         Months Since  - 12         Make/Model-       69         Last 30 Days- UNK/NR
                                                Aircraft Type - B55        Instrument- UNK/NR           Last 90 Days-     62
                                                                           Multi-Eng -    1937          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING INITIAL CLIMB, THE ENG LOST POWER. UNABLE TO MAINTAIN FLT, HE MADE A FORCED LANDING 4 MI
NORTH OF THE APRT ON ROUGH DESERT TERRAIN. DURING SUBSEQUENT ENG TESTS, SUFFICIENT POWER WAS DEVELOPED TO SUSTAIN FLT.
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Brief of Accident (Continued)

File No. - 458 2/26/85 APPLE VALLEY,CA A/C Reg. No. N21780 Time (Lcl) - 1600 PST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident
     File No. - 596      3/03/85    HEALDSBURG,CA            A/C Reg. No. N8468R          Time (Lcl) - 1400 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage
                                                                SUBSTANTIAL                        Injuries
     Type of Operation          -INSTRUCTIONAL                 Fire                   Fatal   Serious   Minor   None
     Flight Conducted Under     -14 CFR 91                      NONE          Crew      0        0        0       2
     Accident Occurred During   -APPROACH                                     Pass      0        0        0       0
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-140
     Landing Gear   - TRICYCLE-FIXED         Eng Make/Model - LYCOMING O-320-E2A        ELT Installed/Activated - YES/NO
     Max Gross Wt   -   2050                 Number Engines -  1                          Stall Warning System - YES
     No. of Seats   -      2                 Engine Type    - RECIPROCATING-CARBURETOR
                                             Rated Power    -    150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data
     Wx Briefing      - NO RECORD OF BRIEFING      Itinerary                              Airport Proximity
       Method         - N/A                          Last Departure Point                   ON AIRPORT
       Completeness   - N/A                            SANTA ROSA,CA
     Basic Weather    - VMC                          Destination                        Airport Data
       Wind Dir/Speed- 340/010 KTS                     LOCAL                              HEALDSBURG MUNI
       Visibility     -    30.0  SM                                                       Runway Ident     - 31
       Lowest Sky/Clouds       CLEAR               ATC/Airspace                           Runway Lth/Wid   -  2570/   31
       Lowest Ceiling        - NONE                  Type of Flight Plan - NONE           Runway Surface   - ASPHALT
       Obstructions to Vision- NONE                  Type of Clearance   - NONE           Runway Status    - DRY
       Precipitation         - NONE                  Type Apch/Lndg      - SIMULATED FORCED LANDING
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     31              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                Current        - YES      Total       -    283        Last 24 Hrs -      1
       SE LAND                                Months Since   - 23       Make/Model-      116        Last 30 Days-      1
                                              Aircraft Type  - PA-28    Instrument-        4        Last 90 Days-      1

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
A PVT PLT & AN INSTRUCTOR PLT (CFI) WERE ON A BFR INSTRUCTIONAL FLT. FOR THE PURPOSE OF THIS FLT, THE PVT PLT WAS
CONSIDERED TO BE THE PIC. THE CFI REPORTED THAT WHEN THE ACFT WAS AT 3500 FT AGL, HE RETARDED THE THROTTLE TO
SIMULATE AN ENG FAILURE. THE PVT PLT ESTABLISHED THE ACFT IN A PATTERN TO THE ARPT. AFTER CROSSING OVER THE ARPT
AT ABOUT 1200 FT AGL, HE MANEUVERED TO LAND ON RWY 31. HOWEVER, ON FINAL APCH, THE ACFT ENTERED A RAPID SINK
RATE & SUBSEQUENTLY HIT A FENCE BEFORE REACHING THE RWY. THE FLAPS WERE RETRACTED AT THE TIME OF IMPACT.
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Brief of Accident (Continued)

File No. - 596   3/03/85   HEALDSBURG,CA   A/C Reg. No. N8468R   Time (Lcl) - 1400 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - CHECK PILOT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

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Brief of Accident

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     File No. - 523        3/04/85    SANTA BARBARA,CA          A/C Reg. No. N6220C            Time (Lcl) - 1638 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                     Fire                  Crew     0         0         0        1
     Flight Conducted Under    -14 CFR 91                     NONE                 Pass     0         0         0        0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T210N             Eng Make/Model - CONTINENTAL TSIO-520-R    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    4100                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                  Rated Power    -     310 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
       Method         - N/A                        BAKERSFIELD,CA
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                          SANTA BARBARA
       Wind Dir/Speed- 240/008 KTS                                                          Runway Ident     - 25
       Visibility    -    25.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  6049/  150
       Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE            Type of Clearance   - VFR                  Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE                                  FULL STOP
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      43               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                        Flight Time (Hours)
        PRIVATE                            Current        - YES        Total       -    1600        Last 24 Hrs -       3
        SE LAND                            Months Since   -  1         Make/Model-      120        Last 30 Days- UNK/NR
                                           Aircraft Type  - T210N      Instrument-        5        Last 90 Days-      45

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL AT SANTA BARBARA, THE PLT WAS UNABLE TO EXTEND THE LDG GEAR. EFFORTS AT GEAR EXTENSION USING THE
EMERGENCY HAND PUMP FAILED & THE PLT LANDED WITH THE ACFT'S GEAR PARTIALLY EXTENDED. AN EXAM OF THE ACFT REVEALED
AN ELECTRICAL PROBLEM OF UNDETERMINED ORIGIN IN THE GEAR CIRCUIT. WHEN THE HAND PUMP WAS USED TO LOWER THE GEAR, THIS
EMERGENCY SYSTEM OPERATED NORMALLY.

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Brief of Accident (Continued)

File No. - 523   3/04/85   SANTA BARBARA,CA   A/C Reg. No. N6220C   Time (Lcl) - 1638 PST

Occurrence #1   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
1. ELECTRICAL SYSTEM - FAILURE,PARTIAL
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
3. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - OTHER
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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Brief of Accident

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     File No. - 597        3/04/85     ORICK,CA                   A/C Reg. No. N12486              Time (Lcl) - 1120 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                              DESTROYED                     Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                    Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 91                     NONE                   Pass     0         0         1         1
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172                Eng Make/Model - LYCOMING O-320-H2AD     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    2220                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
      Method          - TELEPHONE                  REDDING,CA
      Completeness    - WEATHER NOT PERTINENT    Destination                             Airport Data
    Basic Weather     - VMC                        CRESCENT CITY,CA                        JACK MCNAMARA
      Wind Dir/Speed- 210/009 KTS                                                           Runway Ident     - N/A
      Visibility     -    10.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      1200 FT          Type of Flight Plan - VFR                  Runway Surface   - N/A
      Lowest Ceiling        -   1200 FT BROKEN   Type of Clearance     NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation         - RAIN
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     46               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                             Current         - YES        Total       -    616        Last 24 Hrs -       4
         SE LAND                             Months Since  -  9           Make/Model-    616        Last 30 Days-      12
                                             Aircraft Type - C-172        Instrument-     23        Last 90 Days-      12

         Instrument Rating(s)  - NONE
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----Narrative----

WHILE IN FLT AT 11,500 FT, THE PLT BEGAN A DESCENT. AS THE ACFT REACHED 2500 FT, THE ENG BEGAN SPUTTERING, THEN LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH A WIRE FENCE AS THE PLT WAS APPROACHING TO LAND IN AN OPEN FIELD. THE PLT REPORTED THAT DURING THE DESCENT, HE HAD TURNED ON THE CARB HEAT. HOWEVER, THE CARB HEAT CONTROL WAS FOUND IN THE OFF POSITION & THE CARB HEAT DOOR WAS CLOSED. NO PREEXISTING MALFUNCTIONS OR FAILURES WERE FOUND. THE TEMP & DEW POINT WERE 38 & 34 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CURVES, THE ACFT WOULD HAVE BEEN OPERATING IN A SERIOUS CARB ICING RANGE DURING THE DESCENT.

Brief of Accident (Continued)

File No. - 597   3/04/85   ORICK,CA   A/C Reg. No. N12486   Time (Lcl) - 1120 PST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

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      File No. -  562       3/13/35    WOODLAND,CA                  A/C Reg. No. N8322T            Time (Lcl) - 1430 PST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                    Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                 Fire                   Crew      0         0         0         2
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0         0         0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-44-180T            Eng Make/Model - LYCOMING O-360-E1A6D      ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    3925                     Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                     Rated Power     -      180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                   Airport Proximity
      Wx Briefing       - FSS                      Last Departure Point                        ON AIRPORT
        Method          - UNK/NR                     SACRAMENTO,CA
        Completeness    - WEATHER NOT PERTINENT     Destination                              Airport Data
      Basic Weather     - VMC                         LOCAL                                    YOLO COUNTY
        Wind Dir/Speed- VARIABLE/004 KTS                                                       Runway Ident     - 34
        Visibility     -    15.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  6000/  100
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE                                     PRECAUTIONARY LANDING
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      26          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review            Flight Time (Hours)
          COMMERCIAL,CFI                        Current       - YES       Total      -    1294         Last 24 Hrs -       5
          SE LAND,ME LAND                       Months Since  - 13        Make/Model-      152         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      169         Last 90 Days-     152
                                                                          Multi-Eng -      240

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON
WAS TO DEMONSTRATE A PRECAUTIONARY LANDING FOLLOWING A SIMULATED LOSS OF POWER AFTER TAKEOFF. AT AN ALT OF ABOUT
100 FT AGL, THE CFI RETARDED THE LEFT ENG TO IDLE. HE THEN INITIATED A LANDING, STRAIGHT AHEAD ON THE REMAINING
RWY. HE REDUCED THE ANGLE-OF-ATTACK & EXTENDED FULL FLAPS. (THE GEAR HAD NOT BEEN RETRACTED, SO IT WAS ALREADY
EXTENDED.) DURING THE LANDING, A HI RATE OF DESCENT DEVELOPED & WAS NOT ARRESTED BEFORE TOUCHDOWN. SUBSEQUENTLY,
THE ACFT LANDED HARD & WAS DAMAGED.
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File No. - 562 3/13/85 WOODLAND,CA A/C Reg. No N8322T Time (Lcl) - 1430 PST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND(CFI)
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND(CFI)
4. FLARE - IMPROPER - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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                          National Transportation Safety Board
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                                   Brief of Accident

    File No. - 598      3/22/85    SHAFTER,CA              A/C Reg. No. N67001          Time (Lcl) - 1553 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor   None
    Type of Operation          -INSTRUCTIONAL                Fire                 Crew      0        0        1       0
    Flight Conducted Under     -14 CFR 91                     NONE                Pass      0        0        0       0
    Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Instalied/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power     -      110 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                        LOCAL                                 SHAFTER-MINTER FIELD
       Wind Dir/Speed- CALM                                                              Runway Ident     - 30
       Visibility      -   10.0   SM           ATC/Airspace                              Runway Lth/Wid   -  4520/  150
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE              Runway Surface   - DIRT
       Lowest Ceiling          - NONE            Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN                      HIGH VEGETATION
       Precipitation           - NONE                                  FULL STOP
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     33           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        STUDENT                               Current        - N/A      Total        -    21        Last 24 Hrs -       1
                                              Months Since   - N/A      Make/Model-       21        Last 30 Days- UNK/NR
                                              Aircraft Type  - N/A      Instrument-        0        Last 90 Days- UNK/NR


        Instrument Rating(s)   - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON HIS 1ST SUPERVISED SOLO FLT. HE REPORTED THAT ON DOWNWIND, THE ACFT WAS TOO HI, SO HE EXTENDED
10 DEG OF FLAPS. ON BASE, HE EXTENDED THE FLAPS TO 20 DEG. & BEFORE TURNING ONTO FINAL APCH, HE FURTHER EXTENDED
THEM TO 30 DEG. THE STUDENT THEN REALIZED THE ACFT WAS GETTING TOO LOW, SO HE RETRACTED THE FLAPS. THE ACFT THEN
DESCENDED EXTREMELY LOW, COLLIDED WITH POWER LINES APRX 1/2 MI FROM THE RWY & CRASH LANDED IN AN OPEN FIELD. THE
CHIEF INSTRUCTOR BELIEVED THE STUDENT'S CFI USED IMPROPER METHODS & RELEASED THE STUDENT FOR SOLO BEFORE HE WAS
READY. TWO OTHER EXPERIENCED INSTRUCTORS PROVIDED AN ADDITIONAL 40 HRS OF DUAL INSTRUCTION & DID NOT RE-SOLO THE
STUDENT.

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Brief of Accident (Continued)

File No. - 598 3/22/85 SHAFTER,CA A/C Reg. No. N67001 Time (Lcl) - 1553 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE -
2. IMPROPER USE OF PROCEDURE,IMPROPER INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
7. RAISING OF FLAPS - PERFORMED -
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
9. OBJECT - WIRE,TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,9

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                              National Transportation Safety Board
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                                       Brief of Accident

     File No. -  477       3/24/85    PANAMINT VALLEY,CA          A/C Reg. No. N2614K            Time (Lcl) - 1000 PST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                  MINOR                        Fatal    Serious    Minor     None
      Type of Operation         -PERSONAL                        Fire                   Crew      0         0          0        1
      Flight Conducted Under    -14 CFR 91                        NONE                   Pass      0         1          0        2
      Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - GENERAL BALLOON CORP AX-6      Eng Make/Model - N/A                ELT Installed/Activated - NO -N/A
      Landing Gear   - N/A                            Number Engines - N/A                   Stall Warning System - NO
      Max Gross Wt   -    1350                        Engine Type    - N/A
      No. of Seats   - UNK/NR                         Rated Power    - N/A
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                            PANAMINT,CA
        Completeness   - N/A                          Destination                            Airport Data
      Basic Weather    - VMC                            LOCAL
        Wind Dir/Speed- VARIABLE/002 KTS                                                       Runway Ident     - N/A
        Visibility     -    14.0    SM                ATC/Airspace                             Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR                  Type of Flight Plan - NONE             Runway Surface   - N/A
        Lowest Ceiling         - NONE                   Type of Clearance   - NONE             Runway Status    - N/A
        Obstructions to Vision- NONE                    Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     42          Medical Certificate - NO MEDICAL
       Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
         COMMERCIAL                               Current      - YES       Total      -     76          Last 24 Hrs - UNK/NR
                                                  Months Since  -  9       Make/Model- UNK/NR           Last 30 Days-      2
         FREE BALLOON                             Aircraft Type - AX-6     Instrument- UNK/NR           Last 90 Days-      3
                                                                           Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE WAS LANDING ON DESERT TERRAIN IN NEARLY CALM AIR WHEN A "STRONG THERMAL WIND PUSHED THE
BALLOON 90 DEGREES FROM THE DIRECTION OF TRACK."  SUBSEQUENTLY, THE BALLOON LANDED HARD & WAS DRAGGED ABOUT 150 FT
ACROSS THE DESERT. WHILE DEPLOYING THE RIP LINE TO EXPEL HOT AIR, THE PLT FELL ONTO A 68 YEAR OLD FEMALE PASSENGER.
DURING THE OCCURRENCE, SHE SUFFERED BROKEN RIBS & A FRACTURED WRIST. REPORTEDLY, THE INJURED PASSENGER HAD OSTEOPOROSIS
(CALCIUM DEPLETION OF THE BONES). THE PLT REPORTED THAT DURING THE LANDING, THE WIND HAD GUSTED TO 20 KTS.

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Brief of Accident (Continued)

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      File No. -  477       3/24/85    PANAMINT VALLEY,CA        A/C Reg. No. N2614K            Time (Lcl) - 1000 PST
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Occurrence #1          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. WEATHER CONDITION - GUSTS
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING

Finding(s)
  4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
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Brief of Accident

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     File No. -  469        3/28/85    DEATH VALLEY,CA             A/C Reg. No. N802Y              Time (Lcl) - 1600 PST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                      Fire                  Crew      0         0          0         1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0          0         0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-30                Eng Make/Model - LYCOMING IO-320-B1A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                            Stall Warning System - YES
    Max Gross Wt   -    3600                    Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       4                    Rated Power     -      160 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         DEATH VALLEY,CA
      Completeness   - N/A                     Destination                               Airport Data
    Basic Weather    - VMC                        LOCAL                                     DEATH VALLEY
      Wind Dir/Speed- 180/010 KTS                                                           Runway Ident     - 15
      Visibility    -    15.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  3040/    70
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance    - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      58             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current         - YES      Total        -   3039        Last 24 Hrs -        2
        SE LAND,ME LAND                         Months Since   - 18        Make/Model-   2418        Last 30 Days- UNK/NR
                                                Aircraft Type  - PA-30     Instrument-    448        Last 90 Days-       27
                                                                           Multi-Eng -   2461

        Instrument Rating(s)  - AIRPLANE
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----Narrative----

DURING A FLT FROM RENO, NV TO PHOENIX, AZ, THERE WAS A PARTIAL POWER LOSS IN THE LEFT ENG AS THE ACFT WAS CLIMBING THRU 15,000 FT WITH AN OUTSIDE AIR TEMP OF -15 DEG. THE FUEL SELECTORS COULD NOT BE MOVED, SO THE PLT RETARDED THE RIGHT ENG POWER & DESCENDED. THE LEFT ENG CONTINUED TO RUN ROUGH, SO HE DIVERTED & LANDED AT THE DEATH VALLEY ARPT. ABOUT 1/2 HR AFTER LANDING, THE FUEL SELECTOR COULD BE MOVED. THE PLT SAID HE DRAINED THE FUEL TANKS UNTIL THE ENGS RAN SMOOTHLY. HE THEN LOADED HIS PASSENGERS & STARTED BOTH ENGS. WHILE TAXIING TO TAKEOFF, THE LEFT ENG LOST POWER & WOULD NOT RESTART. THE PASSENGERS DEPLANED & THEN THE PLT MADE A SINGLE ENG TAKEOFF. AFTER THE ACFT BECAME AIRBORNE, IT CLIMBED BRIEFLY, THEN BEGAN TURNING TO THE LEFT. AFTER TURNING ABOUT 130 DEG, THE ACFT IMPACTED THE GROUND BETWEEN 2 SAND DUNES. WATER WAS FOUND IN THE LEFT ENG SERVO & RIGHT MAIN FUEL SUMP. A SMALL AMOUNT OF WATER WAS FOUND MIXED WITH FUEL IN THE MAIN TANKS.

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     File No. - 469      3/28/85    DEATH VALLEY,CA           A/C Reg. No  N802Y              Time (Lcl) - 1600 PST
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.      IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  3. ENGINE ASSEMBLY,OTHER - INOPERATIVE
  4.   OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
  5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3
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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident

    File No. - 470        3/31/85    SAN DIEGO,CA              A/C Reg. No. N1434W          Time (Lcl) - 1232 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -SCENIC TOUR                  Fire                 Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE               Pass      0        1        1        2
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - BELL 206A               Eng Make/Model - ALLISON 250-C18          ELT Installed/Activated - YES/NO
     Landing Gear    - SKID                    Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt    -    3000                 Engine Type    - TURBOSHAFT
     No. of Seats    -       4                 Rated Power    -      317 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information ---
   Weather Data                             Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
       Method          - N/A                      SAN DIEGO,CA
       Completeness    - N/A                   Destination                             Airport Data
     Basic Weather     - VMC                      LOCAL
       Wind Dir/Speed- 310/011 KTS                                                       Runway Ident      - N/A
       Visibility    -    15.0   SM             ATC/Airspace                             Runway Lth/Wid    - N/A
       Lowest Sky/Clouds -     CLEAR              Type of Flight Plan - NONE             Runway Surface    - N/A
       Lowest Ceiling          - NONE             Type of Clearance   - NONE             Runway Status     - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      28                Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                         Current        - YES       Total        -   1400        Last 24 Hrs -        3
        SE LAND                            Months Since   -  9        Make/Model-        47        Last 30 Days-       51
        HELICOPTER                         Aircraft Type  - AH-1J     Instrument-       182        Last 90 Days-      190
                                                                                                   Rotorcraft   -    1297

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING FLT, THE ENG LOST POWER & THE PLT BEGAN AN AUTOROTATIVE LANDING IN A PARKING LOT. DURING THE APCH, HE
MANEUVERED TO AVOID A 100 FT CRANE. AS THE HELICOPTER WAS APPROACHING THE INTENDED TOUCHDOWN POINT, A VEHICLE WAS
DRIVEN INTO THE FLT PATH OF THE ACFT. TO AVOID THE VEHICLE, THE PLT INCREASED THE COLLECTIVE TO EXTEND THE GLIDE
PATH. SUBSEQUENTLY, THE HELICOPTER LOST ROTOR RPM BEFORE TOUCHDOWN & LANDED HARD. AN EXAM REVEALED THAT AN IMPROPER
PART (AN OIL LINE) HAD BEEN SUBSTITUTED FOR THE "COMPRESSOR TO FUEL CONTROL PRESSURE SENSING" LINE (PN 6848471). THE
LINE HAD FRACTURED AT A B-NUT WHICH RESULTED IN A LOSS OF POWER.
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Brief of Accident (Continued)

File No. - 470   3/31/85   SAN DIEGO,CA   A/C Reg. No. N1434W   Time (Lcl) - 1232 PST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. BLEED AIR SYSTEM - IMPROPER
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. BLEED AIR SYSTEM - FAILURE,TOTAL
4. FUEL SYSTEM,FUEL CONTROL - INOPERATIVE

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND
8. OBJECT - VEHICLE
9. LEVEL OFF - PREMATURE -
10. FLARE - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,6,8

Brief of Accident

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     File No. -  561       4/10/85    PETALUMA,CA                A/C Reg. No. N140MC            Time (Lcl) - 2025 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                 DESTROYED                Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                        Fire               Crew     1         0         0        0
    Flight Conducted Under     -14 CFR 91                        NONE              Pass     0         0         0        0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140                  Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1450                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  OFF AIRPORT/STRIP
       Method         - N/A                         HAYWARD,CA
       Completeness   - N/A                      Destination                         Airport Data
     Basic Weather    - IMC                         SANTA ROSA,CA                        PETALUMA SKY RANCH
       Wind Dir/Speed- 260/006 KTS                                                       Runway Ident     - N/A
       Visibility     -   25.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling         -   600 FT OVERCAST Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     47            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
       ATP,CFI                               Current         - YES         Total       -   8202        Last 24 Hrs -       0
       SE LAND,ME LAND,SE SEA                Months Since    - 10          Make/Model- UNK/NR          Last 30 Days-      95
                                             Aircraft Type - UNK/NR        Instrument-   1493          Last 90 Days-     263
                                                                           Multi-Eng -   5835          Rotorcraft   - UNK/NR

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ATP PLT INITIATED A SHORT X-COUNTRY FLT AT NIGHT IN AN ACFT WITH NO ATTITUDE GYRO INSTRUMENTS. JUST BEFORE THE
ACFT CRASHED, WITNESSES HEARD THE ACFT. THEY REPORTED THAT THE ENG SOUNDED LIKE THE PLT WAS DOING STUNTS OR SHARP
TURNS. THEY SAID THEY COULD NOT SEE THE ACFT BECAUSE OF THE FOG OR CLOUD COVER AT ABOUT 600 FT. SUDDENLY THEY SAW A
LIGHT THAT IMMEDIATELY WENT TOWARD THE GROUND. AT ABOUT THAT SAME TIME, THEY HEARD THE ENG WHINE AS IF THE ACFT WAS
IN A DIVE. THE LIGHT DISAPPEARED & THEY HEARD A THUD. THE ACFT WAS LOCATED WHERE IT HAD CRASHED IN A POND. DURING
AN EXAM OF THE WRECKAGE NO PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE ACFT WAS EQUIPPED
WITH A NEEDLE BALL, AIRSPEED INDICATOR, ALTIMETER & MAGNETIC COMPASS.

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Brief of Accident (Continued)

File No. - 561 4/10/85 PETALUMA,CA A/C Reg. No. N140MC Time (Lcl) - 2025 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 590   4/12/85   LAKE BERRYESSA,CA   A/C Reg. No. N2925W   Time (Lcl) - 1300 PST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -HORIZON HELICOPTER, INC.
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	3	1

----Aircraft Information----

Make/Model - BELL 206B
Landing Gear - HIGH SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAKE BERRYESSA,CA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 35
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 8800
Make/Model- 580
Instrument- 470
Multi-Eng - 700
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 190
Rotorcraft - 6400

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS ON A LOW LEVEL, EAGLE SURVEY MISSION. WHILE CRUISING BETWEEN 20 & 30 MPH, THE PLT FLEW UP A CANYON & WAS CROSSING A RIDGE AT ABOUT 150 FT AGL WHEN HE SAW WIRES AHEAD. HE TOOK EVASIVE ACTION, BUT THE HELICOPTER STRUCK THE WIRES. THE TAIL ROTOR & GEAR BOX WERE TORN FROM THE HELICOPTER & IT BEGAN SPINNING. THE PLT TRIED TO LOWER THE COLLECTIVE & RETARD THE THROTTLE TO STOP THE SPIN, BUT HAD NO THROTTLE OR COLLECTIVE CONTROL. SUBSEQUENTLY, THE HELICOPTER CRASH LANDED.

Brief of Accident (Continued)

File No. - 590 4/12/85 LAKE BERRYESSA,CA A/C Reg. No. N2925W Time (Lcl) - 1300 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 591   4/17/85   HEMET,CA   A/C Reg. No. N20HS   Time (Lcl) - 1530 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BURKHART GROB G103 TWIN ASTIR
Landing Gear - UNK/NR
Max Gross Wt - 700
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
HEMET-RYAN
Runway Ident - 22
Runway Lth/Wid - 2045/ 30
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
GLIDER

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 896
Make/Model - 2
Instrument - 11
Multi-Eng - 5
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

THE PLT ATTEMPTED TO LAND THE GLIDER NEAR THE RWY THRESHOLD IN ORDER TO BE READY FOR AN IMMEDIATE RELAUNCH. HE REPORTED THAT HE WAS AWARE OF VEGETATION, LOCATED ALONG THE EDGE OF THE RWY, BUT SAID THAT HE MISJUDGED ITS HEIGHT. THE RIGHT WING CONTACTED THE VEGETATION DURING THE LANDING FLARE CAUSING THE GLIDER TO VEER TO THE RIGHT WHILE AT A HIGH RATE OF SPEED. THE GLIDER CAME TO REST ABOUT 10 FT BEYOND THE THRESHOLD AT A 60 DEG ANGLE TO THE RWY CENTERLINE & WITH THE TAIL CONE SEPARATED.

File No. - 591   4/17/85   HEMET.CA   A/C Reg. No. N20HS   Time (Lcl) - 1530 PST

Occurrence   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                                              Brief of Accident

    File No. - 592        4/27/85    MADERA,CA                    A/C Reg. No. N931SP              Time (Lcl) - 1050 PST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor   None
    Type of Operation            -PERSONAL                    Fire                   Crew      0        0        1       0
    Flight Conducted Under       -14 CFR 91                    NONE                  Pass      0        0        0       0
    Accident Occurred During     -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - JACK BOLDT BD-5A                  Eng Make/Model - HONDA EB3            ELT Installed/Activated - NO -N/A
    Landing Gear    - TRICYCLE-RETRACTABLE              Number Engines -  1                      Stall Warning System - UNK/NR
    Max Gross Wt    -     900                           Engine Type     - UNK/NR
    No. of Seats    -       1                           Rated Power     -        80 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                        OFF AIRPORT/STRIP
      Method          - N/A                           REEDLEY,CA
      Completeness    - N/A                       Destination                               Airport Data
    Basic Weather     - VMC                           SAME AS ACC/INC                           MADERA MUNI
      Wind Dir/Speed- 300/005 KTS                                                               Runway Ident       - 12
      Visibility      -    25.0   SM              ATC/Airspace                                  Runway Lth/Wid     -  4500/  150
      Lowest Sky/Clouds  -      CLEAR               Type of Flight Plan - NONE                  Runway Surface     - DIRT
      Lowest Ceiling        - NONE                  Type of Clearance   - NONE                  Runway Status      - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN                              ROUGH
      Precipitation         - NONE                                        FORCED LANDING
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     63               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
       PRIVATE                                   Current          - YES      Total       -     807        Last 24 Hrs -       1
       SE LAND                                   Months Since     - 22       Make/Model-        16        Last 30 Days-       3
                                                 Aircraft Type    - PA-24    Instrument-        60        Last 90 Days-       3
                                                                             Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON BASE LEG, THE ACFT'S HONDA ENG LOST POWER. UNABLE TO GLIDE TO THE ARPT, THE PLT MADE AN EMERGENCY LANDING ON AN
UNDERLYING ALFALFA FIELD. DURING THE LANDING, HE STALLED THE ACFT & LANDED HARD. NO PREIMPACT PART FAILURE OR
MALFUNCTION WAS FOUND.

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Brief of Accident (Continued)

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      File No. -  592       4/27/85    MADERA,CA                 A/C Reg. No. N831SP            Time (Lcl) - 1050 PST
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
  1. UNDETERMINED
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     MANEUVERING - TURN TO LANDING AREA (EMERGENCY)
----------------------------------------------------------------------------------------------------------------------

Occurrence #3          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. TERRAIN CONDITION - OPEN FIELD
  3. TERRAIN CONDITION - ROUGH/UNEVEN
  4.   FLARE - IMPROPER - PILOT IN COMMAND
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 464   4/27/85   EL TORO MCAS,CA   A/C Reg. No. N2860G   Time (Lcl) - 0938 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - NORTH AMERICAN SNJ-6
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - P&W R-1340-AN-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/017 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
EL TORO MCAS
Runway Ident - 34L
Runway Lth/Wid - 6310/ 250
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - SNJ-6

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1042
Make/Model- 498
Instrument- 60
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT INITIATED A NORMAL TAKEOFF & CLIMB UNTIL THE ACFT WAS OVER THE DEPARTURE END OF THE RWY AT ABOUT 150 FT AGL WITH THE LANDING GEAR & FLAPS RETRACTED. THE ACFT THEN ROLLED RAPIDLY INTO A STEEP LEFT BANK, TURNED ABOUT 180 DEG & CLIMBED TO APRX 250 FT AGL. AS THE ACFT ROLLED TO A WINGS LEVEL ATTITUDE, THE NOSE WAS SLIGHTLY ABOVE THE HORIZON. THE ACFT REMAINED IN THAT POSITION MOMENTARILY, THEN QUICKLY ROLLED INTO A STEEP LEFT BANK. AFTER ABOUT ANOTHER 30 DEG OF HEADING CHANGE, THE ACFT ROLLED OVER-THE-TOP INTO A RIGHT SPIN. REPORTEDLY, THE SPIN WAS STOPPED AFTER ABOUT 3 TURNS, BUT BEFORE RECOVERY, THE ACFT STRUCK THE GROUND IN A NOSE DOWN, RIGHT WING DOWN ATTITUDE. AFTER INITIAL IMPACT, THE ACFT CONTINUED INTO A CHAPEL BUILDING & BURNED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT POSSESSED A WAIVER TO FLY WITH AN AMPUTATED LEG. THE ACFT WAS MODIFIED SO THAT HE HAD FULL CONTROL OF THE RUDDER WITH 1 LEG.

Brief of Accident (Continued)

File No. - 464 4/27/85 EL TORO MCAS,CA A/C Reg. No. N2860G Time (Lcl) - 0938 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 466 5/05/85 CONCORD,CA A/C Reg. No. N500RG Time (Lcl) - 1638 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - GLOBE GC-1B
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - UNK/NR UNK/NR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/014 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
BUCHANAN FIELD
Runway Ident - 19R
Runway Lth/Wid - 4712/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2500
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WHILE LANDING ON RWY 19R WITH A WIND FROM 250 DEG AT 14 KTS, THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY & WAS DAMAGED. PERSONNEL IN THE CONTROL TOWER SAID THAT PLT APPEARED TO LOSE CONTROL OF THE ACFT DURING THE LANDING FLARE & THE ACFT CARTWHEELED TO THE RIGHT.

File No. - 466 5/05/85 CONCORD,CA A/C Reg. No. N500RG Time (Lcl) - 1638 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 484       5/17/85    RIO VISTA,CA                A/C Reg. No. N2899Z               Time (Lcl) - 1350 PDT
------------------------------------------------------------------------------------------------------------------------
 ---Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor   None
    Type of Operation         -INSTRUCTIONAL                    Fire                  Crew      0        0        0       2
    Flight Conducted Under    -14 CFR 91                         NONE                 Pass      0        0        0       0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BELLANCA 7ECA                 Eng Make/Model  - LYCOMING O-235-C1       ELT Installed/Activated - YES/NO
    Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines  -  1                         Stall Warning System - YES
    Max Gross Wt    -   1650                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      2                        Rated Power     -    115 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                   Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                        ON AIRPORT
       Method          - N/A                          HAYWARD,CA
       Completeness    - N/A                       Destination                               Airport Data
     Basic Weather     - VMC                          SAME AS ACC/INC                           RIO VISTA MUNI
       Wind Dir/Speed- 240/010 KTS                                                              Runway Ident     - 25
       Visibility    -   20.0   SM                 ATC/Airspace                                 Runway Lth/Wid   -  2616/   50
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                       FULL STOP
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      23                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL,CFI                         Current        - YES        Total       -   1268        Last 24 Hrs -        2
        SE LAND,ME LAND,SE SEA                 Months Since   -  2         Make/Model-       25        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-      102        Last 90 Days-      350
                                                                           Multi-Eng -       90

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PLT (CFI) REPORTED THAT DURING A BOUNCED LANDING RECOVERY, THE STUDENT PLT HELD THE ACFT IN A
3-POINT ATTITUDE ABOVE THE RWY. AS AIRSPEED DECAYED, THE (CFI) TOOK CONTROL & ADDED FULL POWER. HOWEVER, THE RIGHT
WING DROPPED & GRAZED RISING TERRAIN ON THE RIGHT SHOULDER OF THE RUNWAY. THIS INDUCED A GROUNDLOOP TO THE RIGHT &
RESULTED IN FURTHER DAMAGE TO THE ACFT.
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Brief of Accident (Continued)

File No. - 484   5/17/85   RIO VISTA,CA   A/C Reg. No. N2899Z   Time (Lcl) - 1350 PDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - DUAL STUDENT
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT

Occurrence #2   DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation   LANDING

Finding(s)
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. REMEDIAL ACTION - DELAYED -
5. PROPER ALIGNMENT - NOT MAINTAINED -
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RISING

Occurrence #3   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING

Finding(s)
7. DIRECTIONAL CONTROL - NOT POSSIBLE -
8. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,6

Brief of Accident

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    File No. - 468        6/02/85    HESPERIA,CA                 A/C Reg. No. N97935             Time (Lcl) - 1655 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                     Crew    0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                    Pass    0        0        0        2
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - STINSON 108-1               Eng Make/Model - FRANKLIN 6A4-150-B3       ELT Installed/Activated - YES/NO
     Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt    -    2078                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                     Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing       - FSS                        Last Departure Point                     ON AIRPORT
       Method          - TELEPHONE                    TWENTY-NINE PAL,CA
       Completeness    - FULL                     Destination                             Airport Data
     Basic Weather     - VMC                          BAKERSFIELD,CA                         HESPERIA AIR LODGE
       Wind Dir/Speed- UNK/NR                                                                Runway Ident      - 21
       Visibility     -   20.0    SM             ATC/Airspace                                Runway Lth/Wid   -  3750/   50
       Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE               Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                              Age -     32              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                    Biennial Flight Review                      Flight Time (Hours)
       PRIVATE                                     Current        - YES       Total      -    121         Last 24 Hrs  -      1
       SE LAND                                     Months Since   -  1        Make/Model-      51         Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR    Instrument-       5         Last 90 Days-     49

       Instrument Rating(s)  - NONE
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----Narrative----
WHILE EN ROUTE, THE PLT NOTED THUNDERSTORMS & TOWERING CUMULUS CLOUDS OVER THE TEHACHAPI MOUNTAINS & ELECTED TO DIVERT
TO HESPERIA. HE STATED THAT ALL FIELDS WITHIN RANGE HAD "SEVERE WINDS AND STORMS CLOSING." HE SAID THAT DURING THE
LANDING AT HESPERIA, THERE WAS A DIRECT, RIGHT X-WIND WITH GUSTS TO 26 KTS. WHILE LANDING, THE ACFT VEERED OFF THE
LEFT SIDE OF THE RWY & THE LEFT WING STRUCK THE GROUND. THE PLT STATED THAT THE ACFT WAS CAPABLE IN LANDING IN X-WINDS
UP TO 18 KTS. APRX 15 MI NW AT VICTORVILLE, CA, THE 1655 PDT WIND WAS FROM 250 DEG AT 10 GUSTING 20 KTS.

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File No. - 468 6/02/85 HESPERIA,CA A/C Reg. No. N97935 Time (Lcl) - 1655 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - CLOUDS
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - CROSSWIND
7. WEATHER CONDITION - GUSTS
8. DIRECTIONAL CONTROL - NOT POSSIBLE -
9. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 552   6/23/85   LINCOLN,CA   A/C Reg. No. N5916P   Time (Lcl) - 2102 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 5

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
RUTH,CA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
LINCOLN MUNI
Runway Ident - 33
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 448
Make/Model- 41
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- 20
Last 90 Days- 41

Instrument Rating(s) - NONE

----Narrative----

DURING ARRIVAL AT DUSK, THE PLT ATTEMPTED TO LOWER THE LANDING GEAR, BUT DID NOT OBSERVE A GEAR DOWM LIGHT INDICATION. HE RECYCLED THE GEAR SEVERAL TIMES, THEN UTILIZED THE EMERGENCY GEAR EXTENTION SYS. HE STATED THAT WHEN HE USED THE EXTENTION SYS, HE RELEASED THE ELECTRIC GEAR MOTOR, THEN EXTENDED THE TELESCOPIC EMERGENCY ARM REARWARD. HOWEVER, THE ARM SHOULD HAVE BEEN IN THE FORWARD POSITION TO LOWER THE GEAR. ALSO, THE INVESTIGATOR NOTED THAT WHEN THE NAV LIGHTS WERE TURNED ON, THE GREEN GEAR DOWN & AMBER GEAR UP LIGHTS WOULD HAVE AUTOMATICALLY DIMMED. SUBSEQUENTLY, WHEN THE PLT LANDED, THE GEAR COLLAPSED, A FIRE ERUPTED & THE ACFT WAS DESTROYED. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 552 6/23/85 LINCOLN,CA A/C Reg. No. N5916P Time (Lcl) - 2102 PDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
1. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
4. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - OTHER
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 2,6

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                                     National Transportation Safety Board
                                          Washington, D.C. 20594



                                             Brief of Accident

     File No.   569      3/21/85    ERIE,CO                   A/C Reg. No. N3354F          Time (Lcl) - 1210 MST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  DESTROYED                Fatal   Serious   Minor   None
     Type of Operation         -PERSONAL                         Fire             Crew      1        0        0       0
     Flight Conducted Under    -14 CFR 91                         NONE            Pass      1        2        0       0
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 182J              Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2800                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                  Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                 Airport Proximity
      Wx Briefing      - FSS                     Last Departure Point                      ON AIRPORT
        Method         - TELEPHONE                 LEADVILLE,CO
        Completeness   - FULL                    Destination                             Airport Data
      Basic weather    - VMC                       SAME AS ACC/INC                         TRI-COUNTY
        Wind Dir/Speed- 140/014 KTS                                                        Runway Ident     - 27
        Visibility     -    30.0   SM           ATC/Airspace                               Runway Lth/Wid   -  3830/   60
        Lowest Sky/Clouds  -    12000 FT SCATTERED  Type of Flight Plan - VFR              Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE            Type of Clearance    - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation          - NONE                                   GO AROUND
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     45            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                             Current        - YES     Total      -    172        Last 24 Hrs - UNK/NR
          SE LAND                             Months Since  -  9       Make/Model-     104        Last 30 Days-      6
                                              Aircraft Type - C-172    Instrument-       3        Last 90 Days-     12


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ARPT MANAGER SAID HE HAD TOLD THE PLT THAT RWY 15/33 WAS CLOSED & THAT RWY 9 WAS THE FAVORED RWY. AT ABOUT THE
TIME N3354F WAS ARRIVING, A MILITARY HELICOPTER LANDED ON RWY 27. THE PLT ASKED A PASSENGER TO TELL HIM WHICH WAY THE
WIND SOCK WAS BLOWING & SHE REPLIED THAT IT WAS "FLYING WEST."  THE PLT ELECTED TO LAND ON RWY 27 WHICH HAD A 533 FT
DISPLACED THRESHOLD & HAD A DOWNHILL GRADE OF 1.52%. WITNESSES REPORTED THAT THE ACFT WAS FAST ON FINAL APCH & LANDED
LONG. SUBSEQUENTLY, IT WENT OFF THE RGT SIDE OF THE RWY, NEAR THE DEPARTURE END, HIT A RWY LIGHT & CONTINUED ACROSS
ROUGH TERRAIN. THE PLT APPLIED POWER & THE ACFT BECAME AIRBORNE AT THE EDGE OF A WIDE GULLY AREA. IT THEN SETTLED &
IMPACTED A DIRT BANK AFTER CROSSING THE GULLY. SKID MARKS FROM THE ACFT WERE FOUND STARTING ABOUT 1366 FT FROM THE
DEPARTURE END OF THE RWY & CONTINUED UNTIL THE ACFT LEFT THE RWY. NEARBY AT THE JEFFCO ARPT, THE 1145 MST WIND WAS FROM
140 DEG AT 14 KTS. THE DENSITY ALT AT THE CRASH SITE WAS APRX 6100 FT.
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File No. - 569 3/21/85 ERIE,CO A/C Reg. No. N3354F Time (Lcl) - 1210 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED -
8. ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
9. OBJECT - RUNWAY LIGHT

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation OTHER

Finding(s)
10. GO-AROUND - DELAYED - PILOT IN COMMAND
11. TERRAIN CONDITION - DITCH
12. LIFT-OFF - INITIATED -
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE
14. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
15. STALL/MUSH - UNCONTROLLED -

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)
16. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 8,10,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,11,13,16

Brief of Accident

File No. - 405 5/19/85 GRAND JUNCTION,CO A/C Reg. No. N49926 Time (Lcl) - 1421 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-17
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
RICHFIELD,UT
Destination
CANYONLANDS,UT

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
GRAND JUNCTION
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 679
Make/Model - 278
Instrument - UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT AS HE ARRIVED AT THE DESTINATION (CANYONLANDS, UT), THERE WAS A STORM OVER THE ARPT, SO HE DIVERTEDED TOWARD DELTA, CO. ABOUT 10 MI FROM DELTA, HE ENCOUNTERED ANOTHER STORM, SO HE TURNED TOWARD GRAND JUNCTION, CO. BEFORE REACHING THE ARPT, THE ENG LOST POWER DUE TO LACK OF FUEL. THE PLT STATED THAT THERE WAS "JUST UNDER A QUARTER OF A TANK OF GAS" REMAINING. HOWEVER, THE ACFT HAD BEEN AIRBORNE AN ESTIMATED 3 HRS & 15 MIN & THE ENG CONSUMED ABOUT 14 GAL/HR. THE PLT STATED THAT THE ACFT HAD NOT BEEN FLOWN FOR APRX 4 YRS & HAD RUST IN THE FUEL LINES & FILTER. HE BELIEVED THAT THE RUST CAUSED FUEL STARVATION & THAT FLUSHING THE FUEL SYS WOULD HAVE PREVENTED THE POWER LOSS. DURING A FORCED LANDING, THE ACFT HIT A DIKE AS THE PLT TRIED TO BOUNCE OVER IT. THE GEAR COLLAPSED & A FENCE & CORN FIELD WERE DAMAGED. THE PLT REPORTED THAT THE ACFT HAD 46 GAL OF FUEL ON BOARD WHEN HE TOOK OFF.

Brief of Accident (Continued)

File No - 405   5/19/85   GRAND JUNCTION,CO   A/C Reg. No. N49926   Time (Lcl) - 1421 MDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL SYSTEM - CONTAMINATION
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
4. WEATHER CONDITION - CLOUDS
5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
6. FLUID,FUEL - LOW LEVEL
7. FLUID,FUEL - STARVATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
8. TERRAIN CONDITION - DIRT BANK
9. TERRAIN CONDITION - CROP

Occurrence #4   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING

Finding(s)
10. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 548 2/27/85 HORSESHOE BEACH,FL A/C Reg. No. N9228L Time (Lcl) - 2239 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN AMERICAN AA-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
MOBILE,AL
Destination
TAMPA,FL

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 644
Make/Model- 22
Instrument- 12
Last 24 Hrs - 8
Last 30 Days- 8
Last 90 Days- 11

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED IN THE GULF OF MEXICO WHILE THE PLT WAS ON A NIGHT X-COUNTRY FLT. THE WX AT THE DESTINATION HAD BEEN FORCAST TO BE IFR. HOWEVER, IN THE AREA OF THE ACCIDENT, WITNESSES STATED THE WX WAS GOOD WITH NO FOG & IT WAS A DARK NIGHT. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED. THE WRECKAGE WAS FOUND THE NEXT DAY AT 1106 EST WHERE THE ACFT CRASHED ABOUT 3 MI SOUTH OF HORSESHOE BEACH. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. RADAR DATA SHOWED THAT THE ACFT HAD ENTERED A SPIRAL BEFORE CONTACT WAS LOST IN THE VICINITY OF THE CRASH SITE. A CHECK OF THE PLT'S BLOOD SHOWED A SLIGHT AMOUNT OF ALCOHOL; HOWEVER, SOME OR ALL OF THIS COULD HAVE BEEN ATTRIBUTED TO PUTREFACTION.

File No. - 548 2/27/85 HORSESHOE BEACH,FL A/C Reg. No. N9228L Time (Lcl) - 2239 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. SPIRAL - INADVERTENT - PILOT IN COMMAND
7. DESCENT - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

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                                        Brief of Accident

    File No. - 543       3/01/85    KEY WEST,FL                 A/C Reg. No. N709G             Time (Lcl) - 0015 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                               DESTROYED                     Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                        Fire                 Crew       1        0        0        0
   Flight Conducted Under     -14 CFR 91                        NONE                Pass       1        0        0        0
   Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - ROCKWELL 680E               Eng Make/Model - LYCOMING GSO-480-B1A6    ELT Installed/Activated - YES/YES
   Landing Gear    - TRICYCLE-RETRACTABLE        Number Engines -  2                          Stall Warning System - UNK/NR
   Max Gross Wt    -    7500                     Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats    -       7                     Rated Power     -     340 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                Itinerary                                    Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                         OFF AIRPORT/STRIP
     Method          - N/A                       BELIZE
     Completeness    - N/A                    Destination                                 Airport Data
   Basic Weather     - VMC                       KEY WEST,FL
     Wind Dir/Speed- 030/005 KTS                                                            Runway Ident      - N/A
     Visibility     -    10.0   SM           ATC/Airspace                                   Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - VFR                    Runway Surface    - N/A
     Lowest Ceiling          - NONE            Type of Clearance    - NONE                  Runway Status     - N/A
     Obstructions to Vision- NONE              Type Apch/Lndg        - FORCED LANDING
     Precipitation           - NONE
     Condition of Light      - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                        Age - UNK/NR               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)              Biennial Flight Review                      Flight Time (Hours)
       PRIVATE                               Current        - UNK/NR    Total       - UNK/NR          Last 24 Hrs - UNK/NR
       SE LAND,SE SEA                        Months Since   - UNK/NR    Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                        Multi-Eng  - UNK/NR           Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
A COAST GUARD FALCON ACFT WAS ON SCENE WHEN THE ACFT DITCHED IN THE ATLANTIC OCEAN DUE TO FUEL EXHAUSTION  A LIFE
RAFT & MARKER WERE DROPPED BY THE COAST GUARD ACFT. A SEARCH WAS CONDUCTED ALL DAY ON 3/1/85 & WAS CALLED OFF AT
SUNSET ON ON 3/2/85. THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED OR DROWNED. THE ACFT WAS PRESUMED TO
HAVE BEEN DESTROYED.

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      File No. -  543       3/01/85    KEY WEST,FL               A/C Reg. No. N709G               Time (Lcl) - 0015 EDT
--------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE

Finding(s)
  1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
  3.   FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------------

Occurrence #3          DITCHING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  4. LIGHT CONDITION - DARK NIGHT
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 501        3/04/85    JACKSONVILE,FL              A/C Reg. No. N100DT              Time (Lcl) - 0254 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                DESTROYED                     Fatal    Serious    Minor    None
     Type of Operation          -OTHER                         Fire                   Crew      1         0         0        0
     Flight Conducted Under     -14 CFR 91                      ON GROUND             Pass      1         0         0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-23-250                   Eng Make/Model - LYCOMING O-540-A1D5      ELT Installed/Activated - YES-UNK/NR
     Landing Gear    - TRICYCLE-RETRACTABLE              Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt    -    5200                           Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       6                           Rated Power    -     250 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                      Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                         ON AIRPORT
       Method         - N/A                              UNK/NR
       Completeness   - N/A                           Destination                                Airport Data
     Basic Weather    - IMC                              UNK/NR                                     JACKSONVILLE NAS
       Wind Dir/Speed- 020/002 KTS                                                                  Runway Ident     - 27
       Visibility     -        .250 SM               ATC/Airspace                                   Runway Lth/Wid   -  8000/  200
       Lowest Sky/Clouds  -        100 FT              Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
       Lowest Ceiling       -      100 FT OBSCURED     Type of Clearance   - NONE                   Runway Status    - DRY
       Obstructions to Vision- FOG                     Type Apch/Lndg      - PAR
       Precipitation        - NONE                                           FORCED LANDING
       Condition of Light   - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -      40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                     Flight Time (Hours)
         PRIVATE                                     Current        - UNK/NR     Total      -     300          Last 24 Hrs  - UNK/NR
         SE LAND                                     Months Since   - UNK/NR     Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                     Aircraft Type  - UNK/NR     Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                                 Multi-Eng  - UNK/NR           Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE SINGLE ENG LAND, PVT PLT HAD AN INSTRUMENT RATING, BUT HAD NO RATING TO FLY MULTI-ENG ACFT. WHILE ON AN ILLEGAL
FLT WITH MARIJUANA ON BOARD, HE CONTACTED JACKSONVILLE APCH CONTROL & ADVISED THAT HE COULD NOT SEE THE GROUND DUE
TO DENSE GROUND FOG. THE ACFT WAS LOW ON FUEL & HE REQUESTED ASSISTANCE IN LANDING. THE PLT WAS CLEARED FOR AN ILS
APCH TO THE JACKSONVILLE INTL ARPT, BUT HE WAS UNABLE TO COMPLETE THE APCH. THE ACFT'S RADIO EQUIPMENT WAS OLD &
PROVIDED POOR COMMUNCIATIONS, BUT ATC PSNL MANAGED TO VECTOR THE ACFT FOR A PAR APCH TO THE NAVAL AIR STATION. THE 1ST
ATTEMPT WAS UNSUCCESSFUL & THE ACFT'S FUEL STATE BECAME CRITICAL. SUBSEQUENTLY, AN ENG LOST POWER FROM FUEL EXHAUSTION.
WHILE THE PLT WAS ATTEMPTING A SINGLE ENG APCH, THE ACFT ENTERED A RGT TURN & CRASHED IN A STEEP NOSE DOWN, RGT WING
LOW ATTITUDE. AN EXAM OF THE WRECKAGE REVEALED THE RGT ENG WAS FEATHERED & THE LEFT PROP HAD DAMAGE CONSISTENT WITH
HIGH POWER.
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                           Brief of Accident (Continued)

     File No. -  501     3/04/85    JACKSONVILE,FL          A/C Reg. No. N100DT          Time (Lcl) - 0254 EST
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Occurrence #1           IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation      UNKNOWN

Finding(s)
   1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
   2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
   3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
   4.     IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
   5. LIGHT CONDITION - DARK NIGHT
   6. WEATHER CONDITION - CLOUDS
   7. WEATHER CONDITION - LOW CEILING
   8. WEATHER CONDITION - FOG
   9. WEATHER CONDITION - OBSCURATION
  10. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  11. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
  12. COMM/NAV EQUIPMENT - ERRATIC
  13.   RADIO COMMUNICATIONS - POOR -
  14. WEATHER CONDITION - BELOW APPROACH MINIMUMS
  15.   MISSED APPROACH - PERFORMED - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------

Occurrence #2           LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation      APPROACH

Finding(s)
  16. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  17. FLUID,FUEL - EXHAUSTION
  18. PROPELLER FEATHERING - PERFORMED -
------------------------------------------------------------------------------------------------------------

Occurrence #3           LOSS OF CONTROL - IN FLIGHT
Phase of Operation      APPROACH

Finding(s)
  19. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  20.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
  21.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  22. AIRCRAFT HANDLING - NOT MAINTAINED -
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Occurrence #4           IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation      DESCENT - UNCONTROLLED
------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,10,11,16,17,19,22

Factor(s) relating to this accident is/are finding(s) 3,4,BAGE7;8;9,12,13,14,20,21
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  504       3/04/85    DAYTONA BEACH,FL          A/C Reg. No. N48244            Time (Lcl) - 1330 EST
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                       Fire               Crew       0        0         0        1
      Flight Conducted Under    -14 CFR 91                       NONE              Pass       0        0         0        0
      Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                   Rated Power    -     110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
        Method         - N/A                       MELBOURNE,FL
        Completeness   - N/A                     Destination                            Airport Data
      Basic Weather    - VMC                       SAME AS ACC/INC                        DAYTONA BEACH
        Wind Dir/Speed- 130/014 KTS                                                       Runway Ident     - 06
        Visibility     -     7.0   SM          ATC/Airspace                               Runway Lth/Wid   -  3197/  100
        Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - VFR             Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE             Type of Clearance   - VFR                Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE                                   TOUCH AND GO
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -     20             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
          STUDENT                            Current      - N/A        Total       -    40        Last 24 Hrs -       0
                                             Months Since - N/A        Make/Model-     40        Last 30 Days- UNK/NR
                                             Aircraft Type - N/A       Instrument-      2        Last 90 Days-       5


          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING A LANDING AT DAYTONA BEACH, THE ACFT ENCOUNTERED WIND SHEAR, HE LOST DIRECTIONAL CONTROL &
THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY INTO THE GRASS.  DURING THE OCCURRENCE, THE PROP STRUCK THE GROUND & THE
RIGHT WING TIP WAS DAMAGED.

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      File No. -  504       3/04/85    DAYTONA BEACH,FL          A/C Reg. No. N48244             Time (Lcl) - 1330 EST
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Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. WEATHER CONDITION - CROSSWIND
  2.   COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - UNCONTROLLED -
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 496      3/09/85    LAKE PLACID,FL            A/C Reg. No. N6294K           Time (Lcl) - 1815 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                DESTROYED                 Fatal    Serious    Minor      None
     Type of Operation         -PERSONAL                       Fire             Crew       0          0          0          1
     Flight Conducted Under    -14 CFR 91                       IN FLIGHT        Pass       0          0          0          0
     Accident Occurred During  -CRUISE
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - REPUBLIC RC-3                Eng Make/Model - FRANKLIN B9F            ELT Installed/Activated - YES/NO
     Landing Gear   - AMPHIBIAN                    Number Engines -  1                         Stall Warning System - NO
     Max Gross Wt   -    2980                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power     -     215 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                       LAKE PLACID,FL
        Completeness   - N/A                    Destination                                Airport Data
      Basic Weather    - VMC                       LOCAL
        Wind Dir/Speed- 290/008 KTS                                                          Runway Ident     - N/A
        Visibility     -    10.0   SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     7000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - WATER
        Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - WATER-CALM
        Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     62             Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                               Current        - NO       Total       -    8300       Last 24 Hrs - UNK/NR
          SE LAND,ME LAND,SE SEA,ME SEA            Months Since   - UNK/NR   Make/Model-    3000       Last 30 Days-      15
                                                   Aircraft Type  - UNK/NR   Instrument- UNK/NR        Last 90 Days-      45
                                                                             Multi-Eng  - UNK/NR       Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HEARD A LOUD NOISE & NOTICED THAT A FIRE HAD IMMEDIATELY STARTED IN THE ENG COMPARTMENT. HE MADE AN EMERGENCY
LANDING ON A NEARBY LAKE; HOWEVER, THE AMPHIBIOUS ACFT CONTINUED BURNING & WAS DESTROYED. AN INVESTIGATION REVEALED
THAT THE FIRE HAD STARTED AFTER A CONNECTING ROD BOLT HAD FAILED & THE ROD WENT THRU THE ENG CASE.

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      File No. - 496       3/09/85    LAKE PLACID,FL             A/C Reg. No. N6294K             Time (Lcl) - 1815 EST
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Occurrence #1         LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation    CRUISE - NORMAL

Finding(s)
  1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
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Occurrence #2         FIRE
Phase of Operation    OTHER

Finding(s)
  2. ENGINE ASSEMBLY,OTHER - FIRE
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Occurrence #3         FORCED LANDING
Phase of Operation    LANDING
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  471        3/10/85    TITUSVILLE,FL               A/C Reg. No. N58740             Time (Lcl) - 1300 EST
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                              SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -AIR SHOW                     Fire                    Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                   Pass     0        0        0        0
    Accident Occurred During   -TAKEOFF                                              Other    0        0        0        2
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - NORTH AMERICAN SNJ-6        Eng Make/Model - P&W R-1340-AN1          ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    5300                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     600 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                        LOCAL                                  TITUSVILLE-COCOA
      Wind Dir/Speed- 030/007 KTS                                                        Runway Ident     - 09
      Visibility    -     15.0   SM            ATC/Airspace                              Runway Lth/Wid  -  5001/  100
      Lowest Sky/Clouds  -       2500 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance    - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      33            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL,CFI                          Current         - YES      Total       -    3000        Last 24 Hrs -       4
       SE LAND,ME LAND,SE SEA,ME SEA           Months Since    -  1       Make/Model-     450        Last 30 Days-      51
                                               Aircraft Type - SNJ-6      Instrument-     320        Last 90 Days-     116
                                                                          Multi-Eng -    1000        Rotorcraft   - UNK/NR

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
A GROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION
TAKEOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C
WAS IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT
ABORTED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF.
HOWEVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD
VISIBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING
UNTIL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE
LEFT WING OF N9801C STRUCK THE RUDDER & ELEVATORS OF N58740 & BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

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Brief of Accident (Continued)

File No. - 471   3/10/85   TITUSVILLE,FL   A/C Reg. No. N58740   Time (Lcl) - 1300 EST

Occurrence #1   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAKEOFF

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
3. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT
4. SAFETY ADVISORY - ISSUED - PILOT OF OTHER AIRCRAFT
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. SAFETY ADVISORY - NOT UNDERSTOOD - PILOT OF OTHER AIRCRAFT
7. VISUAL LOOKOUT - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
8. OBJECT - AIRCRAFT MOVING ON GROUND
9. VISUAL SEPARATION - NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 471       3/10/85    TITUSVILLE,FL              A/C Reg. No. N9801C             Time (Lcl) - 1300 EST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                     Fatal    Serious    Minor     None
    Type of Operation           -AIR SHOW                     Fire                     Crew      0         0         0         1
    Flight Conducted Under      -14 CFR 91                     NONE                    Pass      0         0         0         1
    Accident Occurred During    -TAKEOFF                                               Other     0         0         0         1
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - NORTH AMERICAN SNJ-5             Eng Make/Model - P&W R-1340-AN1          ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-RETRACTABLE MAINS      Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    5300                          Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                          Rated Power     -     600 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       ON AIRPORT
      Method         - N/A                            SAME AS ACC/INC
      Completeness   - N/A                         Destination                              Airport Data
    Basic Weather    - VMC                            LOCAL                                   TITUSVILLE-COCO
      Wind Dir/Speed- 030/007 KTS                                                             Runway Ident      - 09
      Visibility     -    15.0    SM               ATC/Airspace                               Runway Lth/Wid    -   5001/  100
      Lowest Sky/Clouds  -     25000 FT SCATTERED    Type of Flight Plan - NONE               Runway Surface    - ASPHALT
      Lowest Ceiling       - NONE                    Type of Clearance   - NONE               Runway Status     - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     51           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                     Flight Time (Hours)
        PRIVATE                                   Current        - YES        Total       -    770        Last 24 Hrs -      6
        SE LAND,ME LAND                           Months Since   - 17         Make/Model-    103        Last 30 Days-      7
                                                  Aircraft Type  - PA-28      Instrument-    248        Last 90 Days-     27
                                                                              Multi-Eng -    166

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
A GROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION
TAKEOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C
WAS IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKFOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT
ABORTED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF.
HOWEVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD
VISIBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING
UNTIL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE
LEFT WING OF N9801C STRUCK THE RUDDER & ELEVATORS OF N58740 & BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

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Brief of Accident (Continued)

File No. - 471 3/10/85 TITUSVILLE,FL A/C Reg. No. N9801C Time (Lcl) - 1300 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
3. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT
4. SAFETY ADVISORY - ISSUED - PILOT OF OTHER AIRCRAFT
5. SAFETY ADVISORY - NOT UNDERSTOOD - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
8. OBJECT - AIRCRAFT MOVING ON GROUND
9. VISUAL SEPARATION - NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 8

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

    File No. -  503        3/10/85    PAHOKEE,FL                A/C Reg. No. N44480           Time (Lcl) - 2033 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire               Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                       ON GROUND         Pass     0        0        0        0
    Accident Occurred During   -OTHER
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140              Eng Make/Model - LYCOMING O-320-E2A          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                             Stall Warning System - UNK/NR
    Max Gross Wt   -    2150                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -      150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination
    Basic Weather    - VMC                           LOCAL                                 Airport Data
      Wind Dir/Speed- 110/004 KTS                                                            PALM BEACH COUNTY GLADES
      Visibility     -   10.0   SM                                                           Runway Ident    - 17
      Lowest Sky/Clouds  -     30000 FT THIN BKN  ATC/Airspace                                Runway Lth/Wid  -  4620/   75
      Lowest Ceiling          - NONE               Type of Flight Plan - NONE               Runway Surface  - ASPHALT
      Obstructions to Vision- NONE                 Type of Clearance   - NONE               Runway Status   - DRY
      Precipitation           - NONE               Type Apch/Lndg      - PRECAUTIONARY LANDING
      Condition of Light      - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     32              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current        - YES         Total       -    340         Last 24 Hrs -       1
         SE LAND                               Months Since   - 14          Make/Model-    340         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR      Instrument- UNK/NR         Last 90 Days-      10
                                                                            Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHEN HE SMELLED SMOKE IN THE CABIN, HE LANDED & TAXIED TO THE RAMP AREA. THEN A FIRE ERUPTED. AN
INVESTIGATION REVEALED THE FIRE STARTED WHERE AN ELECTRICAL SHORT OCCURRED NEAR THE APU PLUG (IN THE AREA OF THE AFT
BAGGAGE COMPARTMENT).

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File No. - 503 3/10/85 PAHOKEE,FL A/C Reg. No. N44480 Time (Lcl) - 2033 EST

Occurrence FIRE
Phase of Operation LANDING

Finding(s)
1. ELECTRICAL SYSTEM - SHORTED
2. ELECTRICAL SYSTEM - SMOKE
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. FUSELAGE,CARGO COMPARTMENT - FIRE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Brief of Accident

File No. - 522 3/16/85 GAINESVILLE,FL A/C Reg. No. N545SF Time (Lcl) - 2014 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ARONSON FALCO F8L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1880
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 040/004 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 300 FT
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
BOWLING GREEN,KY
Destination
GAINESVILLE,FL

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data
ALACHUA COUNTY REGIONAL
Runway Ident - 28
Runway Lth/Wid - 6503/ 150
Runway Surface - ASPHALT
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 380
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT RECEIVED A WX BRIEFING & FILED AN IFR CLNC, THEN DEPARTED VFR. EXCEPT FOR A HDWND, THE 1ST PART OF THE FLT WAS NORMAL. IN THE VCNTY OF MACON, GA, THE PLT REQUESTED & RECEIVED AN IFR CLNC. LATER, HE ELECTED TO DIVERT TO THE GAINESVILLE RGNL ARPT & WAS VECTORED FOR AN ILS 28 APCH. WHILE DIVERTING, HE INDICATED SOME CONFUSION CONCERNING THE APCH PLATES; AT 1ST, HE STARTED USING THE GAINESVILLE, GA PLATE, THEN HE SWITCHED TO THE CORRECT PLATE (GAINESVILLE, FL). HE HAD DIFFICULTY MAINTAINING HEADING ON THE ILS & MADE A MISSED APCH 2 MI EAST OF THE ARPT. HE ADMITTED HAVING PROBLEMS WITH THE APCH, DECLARED A LOW FUEL STATE & RECEIVED VECTORS FOR ANOTHER ILS. AGAIN, HE HAD DIFFICULTY MAINTAINING HEADING CONTROL. ON THE 2ND APCH, THE ACFT WAS OBSERVED TO FLY OVER THE FIELD & THE PLT WAS CLEARED TO LAND ON ANY RWY. HOWEVER, THE ACFT CRASHED ON THE APCH END OF RWY 6. THERE WAS EVIDENCE OF LITTLE MOVEMENT AFTER IMPACT & VERY LITTLE CHORDWISE SCRAPING OF THE PROP. NO FUEL WAS FOUND IN THE FUEL TANKS OR FUEL INJECTOR LINES.

File No. - 522 3/16/85 GAINESVILLE,FL A/C Reg. No. N545SF Time (Lcl) - 2014 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. WEATHER CONDITION - DARK NIGHT
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
10. FLUID,FUEL - EXHAUSTION
11. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
12. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
13. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,10,11,12,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident
      File No. -  498      3/19/85    VERO BEACH,FL           A/C Reg. No. N69109          Time (Lcl) - 0944 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                              SUBSTANTIAL           Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL               Fire             Crew    0        0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE            Pass    0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                           Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point               ON AIRPORT
       Method          - N/A                         SAME AS ACC/INC
       Completeness    - N/A                     Destination                        Airport Data
     Basic Weather     - VMC                         LOCAL                             VERO BEACH
       Wind Dir/Speed- 020/010 KTS                                                     Runway Ident     - 04
       Visibility    -    10.0    SM            ATC/Airspace                           Runway Lth/Wid   -  4975/  100
       Lowest Sky/Clouds  -    4500 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE           Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TOUCH AND GO
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     42              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
       STUDENT                                 Current         - N/A        Total       -     35        Last 24 Hrs -       4
                                               Months Since    - N/A        Make/Model-       35        Last 30 Days- UNK/NR
                                               Aircraft Type   - N/A        Instrument- UNK/NR          Last 90 Days-      35
                                                                            Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PILOT WAS PRACTICING TOUCH-&-GO LANDINGS ON RWY 11. DUE TO A WIND SHIFT, THE ACTIVE RWY WAS CHANGED TO
RWY 4. THE STUDENT STATED THAT DURING HIS 1ST PATTERN FOR A LANDING ON RWY 4, HIS APCH WAS HIGH & FAST. AS THE ACFT
TOUCHED DOWN, HE LOST DIRECTIONAL CONTROL. THE ACFT THEN SWERVED TO THE LEFT, WENT OFF THE RWY, ENCOUNTERED SOFT
TERRAIN & NOSED OVER.

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File No. - 498 3/19/85 VERO BEACH,FL A/C Reg. No. N69109 Time (Lcl) - 0944 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 499       3/22/85    LEESBURG,FL                A/C Reg. No. N4EY              Time (Lcl) - 1240 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation          -FERRY                           Fire                  Crew      0        1        0        0
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0        0
    Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA P337H                   Eng Make/Model - CONTINENTAL TSIO-360-C    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -   4630                         Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      5                         Rated Power    -     225 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                            SAME AS ACC/INC
      Completeness   - N/A                         Destination                              Airport Data
    Basic Weather    - VMC                            MELBOURNE,FL                             LEESBURG MUNI
      Wind Dir/Speed- 250/011 KTS                                                              Runway Ident      - 31
      Visibility     -     6.0   SM                ATC/Airspace                                Runway Lth/Wid    -  4984/  150
      Lowest Sky/Clouds  -      2300 FT             Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling     -      2300 FT BROKEN      Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- HAZE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation      - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     47              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                  Current         - YES       Total       -    3100        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                          Months Since    -  5        Make/Model-      2600        Last 30 Days-      5
                                                 Aircraft Type - C-337       Instrument-         0        Last 90 Days-     20
                                                                             Multi-Eng -      2600

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ON THE MORNING OF 3/22/85, THE PLT ARRIVED AT THE LEESBURG MUNI ARPT TO PICK UP AN ACFT THAT HAD BEEN PAINTED. APRX
4 WEEKS EARLIER, THE ACFT HAD BEEN FERRIED THERE FOR THE PAINT JOB. THE PLT SAID THAT DURING TAKEOFF, BOTH ENGS LOST
POWER AT ABOUT 300 FT AGL & HE TRIED TO TURN BACK TO THE ARPT. SEVERAL WITNESSES SAID THAT THEY SAW THE ACFT TURNING
IN A NOSE HI ATTITUDE, THEN IT SPUN INTO TREES. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT WAS IN A STEEP
DESCENT WHEN IT CRASHED. WATER WAS FOUND IN THE FRONT & REAR GASCOLATORS & FUEL INJECTION MANIFOLD VALVES. BOTH
OUTBOARD SCUPPER DRAINS WERE CLOGGED WITH DIRT. ALSO, BOTH FUEL CAPS WERE FOUND TO BE DEFECTIVE & WOULD ALLOW WATER
TO LEAK INTO THE TANKS.

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Brief of Accident (Continued)

File No. - 499   3/22/85   LEESBURG,FL   A/C Reg. No. N4EY   Time (Lcl) - 1240 EST

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,CAP - LEAK
2. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER -
3. FLUID,FUEL - CONTAMINATION
4. FLUID,FUEL - WATER
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - ERRATIC

Occurrence #2   FORCED LANDING
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
9. OBJECT - TREE(S)

Occurrence #5   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1

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                                   National Transportation Safety Board
                                        Washington, D.C. 20594



                                          Brief of Accident

      File No. - 521       3/24/85    EVERGLADES,FL             A/C Reg. No. N8773L           Time (Lcl) - 0800 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                DESTROYED                 Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire               Crew      0         0         0        1
     Flight Conducted Under     -14 CFR 91                      ON GROUND         Pass      0         0         0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-25-235             Eng Make/Model - LYCOMING O-540-B2G5    ELT Installed/Activated - NO -N/A
     Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt    -    2900                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       1                     Rated Power     -     235 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                           HOMESTEAD,FL
       Completeness    - N/A                      Destination                               Airport Data
     Basic Weather     - VMC                           LOCAL
       Wind Dir/Speed- CALM                                                                   Runway Ident      - N/A
       Visibility      -    6.0   SM              ATC/Airspace                                Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -       3000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling        - 10000 FT BROKEN       Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     52              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                             Current         - YES       Total     -    3800      Last 24 Hrs - UNK/NR
         SE LAND                                Months Since    - 18        Make/Model-     275      Last 30 Days-       6
                                                Aircraft Type  - PA-28      Instrument- UNK/NR       Last 90 Days-      62
                                                                            Multi-Eng - UNK/NR       Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS ON A FLT OVER THE EVERGLADES AT APRX 500 FT AGL, WHEN THE ENG BEGAN TO RUN ROUGH & DECREASED TO ABOUT
1200 RPM. DURING A FORCED LANDING, THE ACFT FUEL SYSTEM BURST BEFORE THE ACFT CAME TO REST & A FIRE ERUPTED. THE
PLT EXITED THE ACFT & ATTEMPTED TO EXTINGUISH THE FLAMES WITH NEGATIVE RESULTS. HE THEN WALKED FOR ABOUT 6 HRS THRU
THE EVERGLADES PARK BEFORE BEING RESCUED. THE ACFT WAS DESTROYED BY FIRE & WAS ABANDONED.

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Brief of Accident (Continued)

File No. - 521   3/24/85   EVERGLADES,FL   A/C Reg. No. N8773L   Time (Lcl) - 0800 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

      File No. - 570       3/26/85    TAMPA,FL               A/C Reg. No. N58208           Time (Lcl) - 1015 EST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage
                                                                SUBSTANTIAL                         Injuries
    Type of Operation          -INSTRUCTIONAL                  Fire                      Fatal   Serious   Minor   None
    Flight Conducted Under     -14 CFR 91                       NONE            Crew       0        0        0       2
    Accident Occurred During   -LANDING                                         Pass       0        0        0       0
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 269C                   Eng Make/Model - LYCOMING HIO-360-D1A     ELT Installed/Activated - UNK/NR
    Landing Gear   - SKID                          Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1670                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      3                        Rated Power    -     190 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                   ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                         Airport Data
     Basic Weather    - VMC                         LOCAL                                PETER O KNIGHT
       Wind Dir/Speed- 080/011 KTS                                                       Runway Ident     - UNK/NR
       Visibility     -    15.0   SM             ATC/Airspace                            Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE              Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - SIMULATED FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     46            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                         Current        - YES       Total      -  4070        Last 24 Hrs -       4
                                                Months Since  -  1         Make/Model-   2605        Last 30 Days- UNK/NR
         HELICOPTER                             Aircraft Type - UNK/NR     Instrument- UNK/NR        Last 90 Days-     273
                                                                           Multi-Eng - UNK/NR        Rotorcraft   -   4070

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE PRACTICING A TAXI/HOVER AUTOROTATION, THE HELICOPTER SETTLED ONTO
A SOFT AREA IN THE TURF. HE REPORTED THAT THE STUDENT OVER-CONTROLLED WITH RIGHT ANTI-TORQUE PEDAL & THE HELICOPTER
SETTLED IN A LEFT SKID. THE CFI WAS UNABLE TO OVERPOWER THE STUDENT WHILE ATTEMPTING REMEDIAL ACTION. AFTER
TOUCHDOWN, THE LEFT SKID SANK IN THE SOFT TERRAIN & THE HELICOPTER ROLLED OVER.

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File No. - 570   3/26/85   TAMPA,FL   A/C Reg. No. N58208   Time (Lcl) - 1015 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. AUTOROTATION - PERFORMED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. TAIL ROTOR - IMPROPER USE OF - DUAL STUDENT
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
6. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
7. DIRECTIONAL CONTROL - NOT MAINTAINED -

Occurrence #2   ROLL OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
8. TERRAIN CONDITION - SOFT
9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) releting to this accident is/are finding(s) 8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 572 3/27/85 KEY WEST,FL A/C Reg. No. N4944U Time (Lcl) - 1600 EST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -KEY WEST SEAPLANE SERVICE
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

----Aircraft Information----

Make/Model - CESSNA 206
Landing Gear - FLOAT
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
DRY TORTUGAS
Destination
KEY WEST,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND,SE SEA
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 38
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9600
Make/Model- 1503
Instrument- 440
Multi-Eng - 3070
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 193
Rotorcraft - 1020

----Narrative----

AFTER THE ACFT DEPARTED THE SEAPLANE PARKING AREA, THE PLT NOTICED THAT THE LEFT FLOAT WAS TAKING ON WATER. HE INITIATED A TURN BACK TOWARDS THE RAMP AREA & APPLIED FULL POWER IN AN ATTEMPT TO REACH SHALLOWER WATER. AS HE APCHD THE PARKING AREA & WAS TURNING THE ACFT OUT OF THE WIND, A COMBINATION OF WIND, WAVE ACTION & FORWARD MOTION CAUSED THE LEFT FLOAT TO DIG IN. THE ACFT THEN NOSED OVER IN ABOUT 4 FT OF WATER. A POST-CRASH EXAM OF THE LEFT FLOAT REVEALED A 1-1/2 INCH TRANSVERSE SPLIT JUST FORWARD OF THE BULKHEAD IN THE LARGEST COMPARTMENT OF THE FLOAT WHICH ALLOWED IT TO TAKE ON WATER.

File No. - 572 3/27/85 KEY WEST,FL A/C Reg. No. N4944U Time (Lcl) - 1600 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN
1. LANDING GEAR,FLOAT ASSEMBLY - PREVIOUS DAMAGE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LANDING GEAR,FLOAT ASSEMBLY - CRACKED
4. LANDING GEAR,FLOAT ASSEMBLY - LEAK

Occurrence #2 NOSE OVER
Phase of Operation TAXI
5. TERRAIN CONDITION - WATER,ROUGH
6. WEATHER CONDITION - UNFAVORABLE WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 571       3/27/85    TAMPA,FL                    A/C Reg. No. N8300V            Time (Lcl) - 1100 EST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-34-200T             Eng Make/Model - CONTINENTAL TSIO-360-KB   ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - UNK/NR
     Max Gross Wt   -    4750                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       7                      Rated Power    -     220 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                         LOCAL                                   PETER O KNIGHT
       Wind Dir/Speed- 130/011 KTS                                                          Runway Ident      - 07
       Visibility     -    10.0   SM            ATC/Airspace                                Runway Lth/Wid    -   2500/   75
       Lowest Sky/Clouds  -       3500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     40          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                 Current         - YES     Total       -    777       Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since    - 21      Make/Model-    146       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      5       Last 90 Days-     39
                                                                           Multi-Eng -    146

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT DURING TAKEOFF FROM RWY 17, THE RIGHT ENG LOST POWER AT AN ALT OF ABOUT 50 TO 60 FT. HE ATTEMPTED TO
TURN BACK & LAND, BUT TOUCHED DOWN 90 DEG TO RWY 03 & SLID APRX 100 YARDS, COLLAPSING THE LANDING GEAR & SEPARATING
THE RIGHT WING FROM THE FUSELAGE. A CHECK OF THE RIGHT ENG WAS MADE, BUT NO DETERMINATION COULD BE MADE AS TO THE
NATURE OF THE MALFUNCTION OF THE ENG AS DESCRIBED BY THE PLT.

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File No. - 571 3/27/85 TAMPA,FL A/C Reg. No. N8300V Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
6. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 573       3/29/85    MELBOURNE,FL                A/C Reg. No. N7390V            Time (Lcl) - 0740 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                  Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0         0         0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BELLANCA 17-30               Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    3000                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats    -       4                      Rated Power    -     300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                              Airport Data
    Basic Weather    - VMC                           ORLANDO,FL                               MELBOURNE REGIONAL
      Wind Dir/Speed- CALM                                                                    Runway Ident     - 27L
      Visibility     -    15.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  9481/  150
      Lowest Sky/Clouds  -     30000 FT THIN BKN   Type of Flight Plan - VFR/IFR              Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance   - IFR                  Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      53               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                  Current        - YES        Total        -    870        Last 24 Hrs -        2
        SE LAND,ME LAND                          Months Since   -  5         Make/Model-       297        Last 30 Days- UNK/NR
        HELICOPTER                               Aircraft Type  - UNK/NR     Instrument-       182        Last 90 Days-       63
                                                                             Multi-Eng  -       73        Rotorcraft  -       40

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DEPARTING ON RWY 27L. WHEN APRX 1200 FT DOWN THE RWY, ON THE TAKEOFF ROLL, IT VEERED OFF THE LEFT SIDE OF
THE RWY & CROSSED TWO TAXIWAYS. THE ACFT CAME TO REST ABOUT 350 FT OFF THE LEFT SIDE OF RWY 27L. A POST CRASH EXAM OF
THE LANDING GEAR SYSTEM REVEALED THAT IT COLLAPSED DUE TO OVERLOAD CONDITIONS. NO PRE-ACCIDENT PART FAILURE OR
MALFUNCTION WAS FOUND.

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Brief of Accident (Continued)

File No. - 573 3/29/85 MELBOURNE,FL A/C Reg. No. N7390V Time (Lcl) - 0740 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 502        4/24/85    BROOKSVILLE,FL              A/C Reg. No. N7846X              Time (Lcl) - 1230 EST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                    Crew     0        1        0       0
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0        1        1       0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172B                Eng Make/Model - CONTINENTAL O-300-D      ELT Installed/Activated - YES-UNK/NR
     Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2075                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                    Rated Power    -      145 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - PATWAS                     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - TELEPHONE                    SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT     Destination                              Airport Data
     Basic Weather    - VMC                          LOCAL                                    PILOT COUNTRY
       Wind Dir/Speed- 180/007 KTS                                                             Runway Ident      - 18
       Visibility     -   10.0   SM              ATC/Airspace                                  Runway Lth/Wid   -  3700/   72
       Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                      FORCED LANDING
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -      67             Medical Certificate - VALID MEDICAL-WAIVERS/LIMI
      Certificate(s)/Rating(s)                   Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                     Current        - YES      Total      -    341        Last 24 Hrs - UNK/NR
         SE LAND                                     Months Since  - 18        Make/Model-    341        Last 30 Days-      15
                                                     Aircraft Type - C-172     Instrument-     61        Last 90 Days-      25

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO A PLT STATEMENT, HE ENTERED THE TRAFFIC PATTERN AT ABOUT 800 FT & HELD 70 MPH WITH 10 DEG OF FLAPS &
THE CARB HEAT ON. AFTER TURNING ONTO FINAL APCH, HE ADVANCED THE THROTTLE FOR A POWER ADJUSTMENT, BUT THE ENG DID
NOT RESPOND. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED DURING A FORCED LANDING NEAR THE EDGE OF A POND SHORT OF THE RWY.
A POST-CRASH EXAM REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION.

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Brief of Accident (Continued)

File No. - 502 4/24/85 BROOKSVILLE,FL A/C Reg. No. N7846X Time (Lcl) - 1230 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 435        2/12/85    CARTERSVILLE,GA           A/C Reg. No. N18AW            Time (Lcl) - 0510 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                       Injuries
                                                                 DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation            -POSITIONING                  Fire                 Crew     1        0        0        0
     Flight Conducted Under       -14 CFR 91                     ON GROUND           Pass     0        0        0        0
     Accident Occurred During     -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH H18                 Eng Make/Model - P&W R-985-14B              ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL RETRACTABLE Number Engines -  2                            Stall Warning System - YES
     Max Gross Wt   -    9900                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     450 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing        - FSS                   Last Departure Point                      OFF AIRPORT/STRIP
       Method           - TELEPHONE               SAME AS ACC/INC
       Completeness     - FULL                  Destination                             Airport Data
     Basic Weather      - VMC                     ATLANTA,GA                                CARTERSVILLE-BARTOW CO
       Wind Dir/Speed- 270/010 KTS                                                          Runway Ident       - 36
       Visibility      -     4.000 SM         ATC/Airspace                                  Runway Lth/Wid     -  4000/   60
       Lowest Sky/Clouds  -                     Type of Flight Plan - IFR                   Runway Surface     - ASPHALT
       Lowest Ceiling          -  1500 FT OVERCAST Type of Clearance  - IFR                 Runway Status      - ICE COVERED
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE                                       SNOW - DRY
       Precipitation           - SNOW
       Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     41              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                            Current        - YES        Total        -   2313       Last 24 Hrs -      0
          SE LAND,ME LAND                       Months Since   -  4         Make/Model-       183       Last 30 Days-     29
                                                Aircraft Type  - BE-18      Instrument-       161       Last 90 Days-    119
                                                                            Multi-Eng  -      415

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE FLT HAD NOT YET BEEN SCHEDULED WHEN THE PLT RETIRED FOR THE EVENING AT 2230 TO 2300 EST. AT 0230, HE WAS
AWOKEN & NOTIFIED TO MAKE A NGT CARGO FLT. THE OWNER OBTAINED A WX BRIEFING & FILED A FLT PLAN, THEN BRIEFED THE PLT
LATER. THE PLT ARRIVED AT THE ARPT AT 0430. HE PREFLIGHTED THE ACFT WHILE THE OWNER UPDATED THE WX BRIEFING. THE ACFT
WAS CLEARED AS FILED WITH A CLEARANCE VOID TIME OF 0500; THE CLEARANCE WAS RADIOED TO THE PLT BY UNICOM. DURING TAKEOFF,
AT 0510, THE ACFT WAS OBSERVED CLIMBING NORTHBOUND TO APRX 800' AGL IN MODERATE SNOWFALL WITH THE LANDING LGT ON. A
SHORT TIME LATER, THE ACFT CRASHED APRX 1 MI NE OF THE ARPT WHILE IN A STEEP NOSE DOWN, RGT WING LOW ATTITUDE. NO PRE-
IMPACT PART FAILURE/MALFUNCTION WAS FOUND. REPORTEDLY, WHEN THE PLT 1ST HIRED ON, HE EXAGGERATED HIS FLT EXPERIENCE; HE
HAD PROBLEMS WITH INSTRUMENT FLYING & WAS NOT SCHEDULED FOR FLTS IN MARGINAL WX; & HE WAS GIVEN EXTRA HELP. AT THE TIME
OF THE ACDNT, SNW WAS FALLING, MIXED ICING WAS FORCAST IN CLDS & THERE WAS A SIGMET FOR MOD TO SVR TURBC BELOW 8000'.
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      File No. -  435       2/12/85    CARTERSVILLE,GA            A/C Reg. No. N18AW              Time (Lcl) - 0510 EST
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Occurrence #1         IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation    TAKEOFF

Finding(s)
  1. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
  2.     IMPROPER DECISION,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
  3.     IMPROPER DECISION,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
  4.     IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  5. LIGHT CONDITION - DARK NIGHT
  6. WEATHER CONDITION - CLOUDS
  7. TERRAIN CONDITION - SNOW COVERED
  8. WEATHER CONDITION - SNOW
  9.   LANDING LIGHTS - IMPROPER USE OF - PILOT IN COMMAND
 10.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------

Occurrence #2         LOSS OF CONTROL - IN FLIGHT
Phase of Operation    TAKEOFF - INITIAL CLIMB
 11. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 12.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
 13. AIRCRAFT HANDLING - NOT MAINTAINED -
----------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    DESCENT - UNCONTROLLED
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 542 3/01/85 BRUNSWICK,GA A/C Reg. No. N6429Y Time (Lcl) - 1840 EST

----Basic Information----

Type Operating Certificate-COMMUTER
Name of Carrier -WILLIAM G. WALTON
Type of Operation -SCHEDULED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 1.500 SM
Lowest Sky/Clouds - 400 FT THIN BKN
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAVANNAH,GA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
GLYNCO JETPORT
Runway Ident - 07
Runway Lth/Wid - 8000/ 200
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND
HELICOPTER ,GLIDER

Age - 42
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 7100
Make/Model 3505
Instrument- 1100
Multi-Eng - 3900
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 424
Rotorcraft - 2681

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT HIS TAKEOFF ROLL WAS NORMAL, BUT JUST BEFORE HE ROTATED, THE NOSE GEAR COLLAPSED. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION DURING A POST CRASH EXAM & RETRACTION TEST OF THE LANDING GEAR

File No. - 542 3/01/85 BRUNSWICK,GA A/C Reg. No. N6429Y Time (Lcl) - 1840 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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       File No. - 437         3/30/85    BLAIRSVILLE,GA              A/C Reg. No. N3744W               Time (Lcl) - 1300 EST
---------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                             Injuries
                                                                  SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation         -PERSONAL                        Fire                  Crew      0          0          0         1
      Flight Conducted Under    -14 CFR 91                        NONE                 Pass      0          0          0         3
      Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-32-260                 Eng Make/Model - LYCOMING O-540-E4B5       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3400                         Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       6                         Rated Power    -     260 HP
---------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                     Itinerary                                     Airport Proximity
      Wx Briefing       - FSS                          Last Departure Point                          ON AIRPORT
        Method          - TELEPHONE                      ANDERSON,IN
        Completeness    - FULL                         Destination                                  Airport Data
      Basic Weather     - VMC                            ATHENS,GA                                     BLAIRSVILLE
        Wind Dir/Speed- VARIABLE                                                                       Runway Ident      - 25
        Visibility      -    15.0   SM                 ATC/Airspace                                    Runway Lth/Wid    -  3200/   75
        Lowest Sky/Clouds  -       9000 FT               Type of Flight Plan - IFR                     Runway Surface    - ASPHALT
        Lowest Ceiling         -   9000 FT BROKEN        Type of Clearance   - IFR                     Runway Status     - DRY
        Obstructions to Vision- NONE                     Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                           FULL STOP
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                                Age -     38            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                      Biennial Flight Review                     Flight Time (Hours)
          PRIVATE                                        Current         - YES       Total     -     282          Last 24 Hrs - UNK/NR
          SE LAND                                        Months Since   -  8        Make/Model-      14          Last 30 Days- UNK/NR
                                                         Aircraft Type - PA-22      Instrument-       3          Last 90 Days-     14
                                                                                    Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING FLT, THE PLT ENCOUNTERED UNFAVORABLE WINDS & RAIN, THEN BECAME CONCERNED ABOUT HIS FUEL SUPPLY. HE DIVERTED
TO BLAIRSVILLE & WAS LANDING WHEN A GUST OF WIND BLEW THE ACFT SIDE WAYS. THE PLT RE-ALIGNED THE ACFT WITH THE RWY,
BUT IT SUDDENLY DROPPED & LANDED HARD. DURING TOUCHDOWN, THE LEFT MAIN GEAR COLLAPSED & THE ACFT SLID OFF THE LEFT
SIDE OF THE RWY.

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File No. - 437   3/30/85   BLAIRSVILLE,GA   A/C Reg. No. N3744W   Time (Lcl) - 1300 EST

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. PROPER ALIGNMENT - DELAYED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 545       5/07/85    ASHBURN,GA                A/C Reg. No. N4796Y            Time (Lcl) - 2015 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                          Injuries
                                                             DESTROYED                     Fatal    Serious    Minor    None
    Type of Operation          -AERIAL APPLICATION           Fire                   Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 137                    ON GROUND             Pass     0         0         0        0
    Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-25-260C              Eng Make/Model - LYCOMING O-540-G1A5       ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -   2900                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      1                        Rated Power     -     260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                         ON AIRSTRIP
      Method         - N/A                            SAME AS ACC/INC
      Completeness   - N/A                         Destination                                Airport Data
    Basic Weather    - VMC                            LOCAL                                     DAIGNEAU AG STRIP
      Wind Dir/Speed- CALM                                                                      Runway Ident     - 09
      Visibility     -    10.0   SM               ATC/Airspace                                  Runway Lth/Wid   -  4800/   75
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                  Runway Surface   - DIRT
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE                  Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     43             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                                Current        - YES       Total      -    3500        Last 24 Hrs -      10
        SE LAND,ME LAND                           Months Since   -  7        Make/Model-    1800        Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR    Instrument-      55        Last 90 Days-      30
                                                                             Multi-Eng -     250

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PLT WAS ON A FLT TO CLEAN THE SPRAY BOOM BY FLYING DOWN THE CENTER OF THE AIRSTRIP & DISPENSING A CLEANING SUBSTANCE THRU THE SPRAY BOOM. HE MADE ONE PASS DOWN THE STRIP, THEN ENTERED A PULL-UP TO THE RIGHT. HE STATED THAT HE THEN TURNED BACK TO THE LEFT & REDUCED POWER TO LAND IN THE OPPOSITE DIRECTION. HOWEVER, HE SAW THAT THE ACFT WAS GOING TO OVERSHOOT THE RWY, SO HE TIGHTENED HIS TURN. THE ACFT STALLED WHILE IT WAS LESS THAN 100 FT AGL. THE PLT WAS UNABLE TO RECOVER BEFORE THE ACFT HIT THE GROUND. IT IMPACTED IN AN UPRIGHT ATTITUDE & WAS DAMAGED. A FIRE THEN ERUPTED & DESTROYED THE ACFT.

File No. - 545 5/07/85 ASHBURN,GA A/C Reg. No. N4796Y Time (Lcl) - 2015 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Brief of Accident

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     File No. - 438       5/07/85    WILLIAMSON,GA             A/C Reg. No. N916G              Time (Lcl) - 1423 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                  Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0         0         0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BURKART GROB FLUGZEUBAU  G103  Eng Make/Model - N/A              ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                         Number Engines - N/A                  Stall Warning System - NO
    Max Gross Wt   -     700                        Engine Type    - N/A
    No. of Seats   -       2                        Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       ON AIRSTRIP
      Method         - N/A                            SAME AS ACC/INC
      Completeness   - N/A                         Destination                              Airport Data
    Basic Weather    - VMC                            LOCAL                                    PEACH STATE GLIDERPORT
      Wind Dir/Speed- 260/010 KTS                                                              Runway Ident     - 31
      Visibility     -    15.0    SM              ATC/Airspace                                 Runway Lth/Wid   -  3300/  100
      Lowest Sky/Clouds  -      4000 FT             Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
      Lowest Ceiling         -  4000 FT BROKEN      Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FULL STOP
      Precipitation          - RAIN SHOWERS
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      24                Medical Certificate - NO MEDICAL
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          STUDENT                                 Current        - N/A      Total      -    31        Last 24 Hrs -       1
                                                  Months Since   - N/A      Make/Model-     31        Last 30 Days- UNK/NR
                                                  Aircraft Type  - N/A      Instrument-      0        Last 90 Days-       4


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT STATED HIS FINAL APCH TO THE RWY WAS MADE OFF-CENTER TO ACCOUNT FOR A X-WIND. THE GLIDER TOUCHED
DOWN TO THE LEFT OF THE PAVED STRIP & BEGAN CONVERGING ON A FENCE. THE PLT RETRACTED THE SPEED BRAKES & LIFTED OFF
AS THE GLIDER APPROACHED THE FENCE. HE STATED THAT HE THEN PANICKED. SUBSEQUENTLY, THE GLIDER TOUCHED DOWN HARD &
HIT TIRES THAT WERE USED TO MARK THE EDGE OF THE RWY.

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File No. - 438 5/07/85 WILLIAMSON,GA A/C Reg. No. N916G Time (Lcl) - 1423 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PANIC - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

     File No. - 577       6/30/85     SAVANNAH,GA               A/C Reg. No. N2781F            Time (Lcl) - 1030 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew      0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0       2
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 55                  Eng Make/Model - CONTINENTAL IO-470      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    5000                   Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       5                   Rated Power     -     260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                              Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                   ON AIRPORT
      Method         - TELEPHONE                SAME AS ACC/INC
      Completeness   - FULL                  Destination                          Airport Data
    Basic Weather    - VMC                      VIDALIA GA                           SAVANNAH
      Wind Dir/Speed- 270/007 KTS                                                    Runway Ident      - 36
      Visibility    -   10.0   SM            ATC/Airspace                            Runway Lth/Wid    -  3800/  150
      Lowest Sky/Clouds  -       1200 FT       Type of Flight Plan - IFR             Runway Surface    - MACADAM
      Lowest Ceiling        -    1200 FT BROKEN Type of Clearance  - IFR             Runway Status     - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      34         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
       PRIVATE                              Current         - YES      Total       -    515         Last 24 Hrs -       0
       SE LAND,ME LAND                      Months Since   -  2        Make/Model-      55          Last 30 Days- UNK/NR
                                            Aircraft Type  - B-55      Instrument-      93          Last 90 Days-      55
                                                                       Multi-Eng -      55

       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative---
BEFORE TAKING OFF, THE PLT CHECKED THE TRIM & THE AUTO-PLT. DURING THE TAKEOFF RUN, HE NOTED THAT THE "AIRCRAFT
FELT HEAVY ON ROTATION/TAKEOFF ABORTED."  THE ACFT CONTINUED OFF THE END OF THE RWY, HIT A MOUND OF DIRT & WAS
DAMAGED. A POST-ACCIDENT EXAM REVEALED THAT BOTH THE AUTO-PLT & ELECTRICAL TRIM WERE ON & THE ELEVATOR TRIM WAS
IN THE FULL NOSE DOWN TRIM POSITION. ACCORDING TO THE OPERATOR'S MANUAL, THE AUTO-PLT SHOULD HAVE BEEN IN THE OFF
POSITION FOR TAKEOFF. NOT ALL OF THE RWY WAS AVAILABLE FOR TAKEOFF. THE PLT HAD 3800 FT REMAINING FROM WHERE HE
BEGAN HIS TAKEOFF ROLL.
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File No. - 577 6/30/85 SAVANNAH,GA A/C Reg. No. N2781F Time (Lcl) - 1030 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED
3. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - OTHER
4. TRIM SETTING - NOT IDENTIFIED - PILOT IN COMMAND
5. ROTATION - NOT ATTAINED -
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
7. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 576   7/16/85   STOCKBRIDGE,GA   A/C Reg. No. N909GH   Time (Lcl) - 1500 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - WAG-AERO CUBBIE (J-3)
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2
Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
BERRY HILL
Runway Ident - 21
Runway Lth/Wid - 3000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - CUBBIE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 949
Make/Model- 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 21
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING A DEPARTURE, THE ENG HAD A PARTIAL LOSS OF POWER. THE PLT REPORTED THAT AFTER CLIMBING TO ABOUT 75 FT, NEITHER THE ACFT'S SPEED NOR ALT WOULD INCREASE. HE LOWERED THE NOSE TO INCREASE THE ENG RPM & SPEED, BUT THE ENG DID NOT RESPOND. SUBSEQUENTLY, THE LEFT WING HIT A TREE & THE ACFT CRASHED INTO ANOTHER TREE & THE GROUND. THE PLT STATED THAT DURING THE TAKEOFF ROLL, THE ACFT HAD NOT ACCELERATED TO ITS TAKEOFF SPEED AT THE MIDPOINT OF THE 3000 FT RWY, YET HE CONTINUED THE TAKEOFF ROLL. AN EXAM REVEALED THAT THE COMPRESSION RING ON THE #1 PISTON WAS FROZEN IN COMPRESSION. NO OTHER PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

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      File No. - 576       7/16/85    STOCKBRIDGE,GA            A/C Reg. No. N909GH              Time (Lcl) - 1500 EDT
---------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation     TAKEOFF - GROUND RUN

Finding(s)
  1. UNDETERMINED
  2. ENGINE ASSEMBLY,RING - BINDING(MECHANICAL)
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     TAKEOFF

Finding(s)
  3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  4. OBJECT - TREE(S)
---------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this acciden
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 579       7/21/85    WILLIAMSON,GA              A/C Reg. No. N5829T           Time (Lcl) - 1600 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                            SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                   Fire                 Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                   NONE                Pass     0        0        0       1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BURKHART GROB G-109B      Eng Make/Model - GROB 2500-E-1          ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                    Number Engines -  1                         Stall Warning System - UNK/NR
    Max Gross Wt   -     700                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power    - UNK/NR
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination                             Airport Data
    Basic Weather     - VMC                        LOCAL                                  PEACH STATE GLIDERPORT
      Wind Dir/Speed- 130/004 KTS                                                         Runway Ident     - 13
      Visibility      -    5.0   SM            ATC/Airspace                               Runway Lth/Wid   -  3300/  100
      Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling       - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     56            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,ATP,CFI                      Current        - YES        Total      -  25200       Last 24 Hrs -      2
        SE LAND,ME LAND                         Months Since   -  5         Make/Model-      25       Last 30 Days- UNK/NR
        GYROPLANE                               Aircraft Type - UNK/NR      Instrument-    3350       Last 90 Days-    226

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT OF THE POWERED GLIDER REPORTED THAT DURING AN APCH TO LAND, THE ACFT ENCOUNTERED A DOWNDRAFT & LANDED
HARD. THE LANDING GEAR WAS DAMAGED AS WELL AS THE PROP, ENG COWLING & OIL COOLER.
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File No. - 579 7/21/85 WILLIAMSON,GA A/C Reg. No. N5829T Time (Lcl) - 1600 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No  -  593        1/21/85    HONOLULU,HI                  A/C Reg. No. N121JP             Time (Lcl)   0900 HST
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
    Type of Operation         -PERSONAL                       SUBSTANTIAL                      Fatal   Serious   Minor    None
    Flight Conducted Under    -14 CFR 91                     Fire                      Crew      0        0        0        1
    Accident Occurred During  -CRUISE                         NONE                      Pass      0        0        0        0
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - HUGHES 369E                  Eng Make/Model - ALLISON C20B-250       ELT Installed/Activated - NO -N/A
    Landing Gear  - SKID                         Number Engines -   1                       Stall Warning System - NO
    Max Gross Wt  -    3000                      Engine Type    - TURBOSHAFT
    No. of Seats  -       4                      Rated Power    -    375 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                    OFF AIRPORT/STRIP
      Method          - N/A                          UNK/NR
      Completeness    - N/A                       Destination
    Basic Weather     - VMC                          HONOLULU,HI                         Airport Data
      Wind Dir/Speed- CALM
      Visibility      -    15.0   SM              ATC/Airspace                              Runway Ident     - N/A
      Lowest Sky/Clouds  -     2600 FT SCATTERED    Type of Flight Plan - NONE              Runway Lth/Wid   - N/A
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Surface   - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING    Runway Status    - N/A
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     58              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
       PRIVATE                                 Current       - YES          Total      -    150        Last 24 Hrs -       1
                                               Months Since  -  1           Make/Model-     80        Last 30 Days-      25
       HELICOPTER                              Aircraft Type - 500E         Instrument-      0        Last 90 Days-      45
                                                                                                      Rotorcraft  -     150
       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN FLT OVER WATER AT ABOUT 400 FT AGL & 1/2 MI FROM SHORE, THE PLT SAW A LARGE FLOCK OF WHITE BIRDS. HE
REPORTED THAT HE FLARED TO A STOP, BUT WAS UNABLE TO AVOID THE BIRDS. AFTER THE HELICOPTER STRUCK BIRD(S), AN
EXTREME VIBRATION DEVELOPED. THE PLT ELECTED TO "GET DOWN TO THE WATER."  THE HELICOPTER TOUCHED DOWN ON THE
WATER, ROLLED OVER & SANK, BUT THE PLT EGRESSED & SWAM TO SHORE WITHOUT INJURY.
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Brief of Accident (Continued)

File No. - 593 1/21/85 HONOLULU,HI A/C Reg. No. N121JP Time (Lcl) - 0900 HST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. OBJECT - BIRD(S)

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
2. MISCELLANEOUS - OVERLOAD
3. MISCELLANEOUS - VIBRATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 566 1/29/85 PAANILO,HI A/C Reg. No. N9924M Time (Lcl) - 1420 HST

----Basic Information----
Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - EMAIR MA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 8500
No. of Seats - 1
Eng Make/Model - WRIGHT R-1820-202
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1200 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - UNK/NR
Type of Clearance - NONE
Type Apch/Lndg UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - MA-1-B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 19700
Make/Model- 10350
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 10
Last 30 Days- 80
Last 90 Days- 130
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----
THE PLT INITIATED HIS 1ST SPRAY PASS UPHILL WITH ABOUT A 5 TO 10 KT QUARTERING TAIL WIND. WHILE ON THE SWATH RUN, HE NOTED THE AIRSPEED WAS DECAYING, SO HE ABORTED THE PASS BY TURNING INTO THE WIND. HOWEVER, THIS RESULTED IN FLYING OVER MORE RAPIDLY RISING TERRAIN. THE PLT APPLIED FULL POWER & DUMPED HIS LOAD, BUT THE ACFT IMPACTED IN A CANE FIELD.

Brief of Accident (Continued)

File No. - 566 1/29/85 PAANILO,HI A/C Reg. No. N9924M Time (Lcl) - 1420 HST

Occurrence #1	IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation	MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - UPHILL
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. ABORT - DELAYED -
6. LOAD JETTISON - DELAYED -
7. STALL/MUSH
8. TERRAIN CONDITION - RISING
9. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 447 5/21/85 CALAMUS,IA A/C Reg. No. N3EM Time (Lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
	Injuries			
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 35-B33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HAMPTON,IA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
EASTVOLD
Runway Ident - 36
Runway Lth/Wid - 1700/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 42
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1108
Make/Model- 1108
Instrument- 120
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 46

Instrument Rating(s) - NONE

----Narrative----

DURING ARRIVAL, THE PLT LANDED ON A 1700 FT TURF RWY WHICH SLOPED DOWNHILL TO THE NORTH & HAD A 30 FT POWER LINE LOCATED NEAR THE APCH END. REPORTEDLY, THE ACFT TOUCHED DOWN 572 FT FROM THE DEPARTURE END, THEN CONTINUED OFF THE RWY & HIT A DIRT BANK NEXT TO A DRAINAGE DITCH. THE PLT REPORTED THAT THE THROTTLE WAS BINDING & THAT IT HUNG UP MOMENTARILY WHEN HE WAS RETARDING IT DURING THE LANDING. HE WAS AWARE OF THE THROTTLE DISCREPANCY BEFORE THE FLIGHT. THE U.S. ARPT/FACILITY DIRECTORY LISTING FOR THIS ARPT STATED "RWY 17-35 LAND ONLY TO THE SOUTH."

Brief of Accident (Continued)

File No. - 447 5/21/83 CALAMUS,IA A/C Reg. No. N3EM Time (Lcl) - 1230 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. THROTTLE/POWER LEVER - BINDING(MECHANICAL)
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - NOT ATTAINED -
10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
11. THROTTLE/POWER LEVER - MOVEMENT RESTRICTED
12. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
13. TERRAIN CONDITION - DITCH
14. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,11,12,13,14

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 445      6/23/85    SHELDON,IA            A/C Reg. No. N6209A          Time (Lcl) - 1430 CDT
---------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                Injuries
                                                                SUBSTANTIAL           Fatal    Serious    Minor    None
    Type of Operation          -INSTRUCTIONAL                  Fire            Crew     0         0         0        1
    Flight Conducted Under     -14 CFR 91                       NONE           Pass     0         0         0        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112          Eng Make/Model - LYCOMING O-235-L2C         ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    3600                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power    -     112 HP
---------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                          Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point               ON AIRPORT
      Method         - TELEPHONE                  ESTERVILLE,IA
      Completeness   - WEATHER NOT PERTINENT    Destination                      Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                  SHELDON MUNI
      Wind Dir/Speed- 022/013 KTS                                                  Runway Ident      - 33
      Visibility    -    15.0   SM            ATC/Airspace                         Runway Lth/Wid    -  2800/   50
      Lowest Sky/Clouds  -    15000 FT SCATTERED  Type of Flight Plan - VFR         Runway Surface    - CONCRETE
      Lowest Ceiling        - NONE               Type of Clearance   - NONE         Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                       Age -     24             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
      STUDENT                               Current        - N/A      Total         -     59        Last 24 Hrs -       1
                                            Months Since   - N/A      Make/Model-        40        Last 30 Days- UNK/NR
                                            Aircraft Type  - N/A      Instrument-         2        Last 90 Days-       2


      Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLIGHT. AFTER THE NOSE WHEEL TOUCHED DOWN ON LANDING, THE ACFT VEERED
LEFT, WENT INTO A CORN FIELD & NOSED OVER. THE PLT STATED THAT HE MAY HAVE LET THE NOSE WHEEL CONTACT THE RWY BEFORE
HE NEUTRALIZED THE RUDDER CONTROL. HE REPORTED THAT THE WIND WAS FROM THE NNE AT 13 KTS.

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Brief of Accident (Continued)

File No. - 445 6/23/85 SHELDON,IA A/C Reg. No. N6209A Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - CROP
7. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 511   7/04/85   LA PORTE CITY,IA   A/C Reg. No. N5116P   Time (Lcl) - 2020 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2
Eng Make/Model - LYCOMING O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 235/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
NICHOLS
Runway Ident - 26
Runway Lth/Wid - 2060/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 62
Make/Model- 62
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 3
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT THE ACFT HAD THE PROPER AIRSPEED WHEN IT WAS ON FINAL APCH ABOUT 1/2 MI FROM THE RWY. HOWEVER, HE REPORTED THAT IT QUICKLY LOST 500 FT, LANDED SHORT OF THE RWY & WAS DAMAGED. THE ACFT CAME TO REST IN A CORN FIELD BESIDE THE RWY.

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     File No. -  511       7/04/85    LA PORTE CITY,IA          A/C Reg. No. N5116P            Time (Lcl) - 2020 CDT
------------------------------------------------------------------------------------------------------------------------

Occurrence #1          UNDERSHOOT
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
  1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING
  3. TERRAIN CONDITION - ROUGH/UNEVEN
  4. TERRAIN CONDITION - CROP
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 475 4/26/85 KENDRICK,ID A/C Reg. No. N5285 Time (Lcl) - 1030 PST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
HEIMGARTNER
Runway Ident - UNK/NR
Runway Lth/Wid - 1750 -UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3300
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 100
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT HE HAD COMPLETED A SPRAY APPLICATION & WAS MAKING A NORMAL LANDING WHEN THE LEFT MAIN GEAR FAILED. SUBSEQUENTLY, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & NOSED OVER. AD 76-13-10, PERTAINING TO A DYE PENETRANT INSPECTION OF THE MAIN GEAR, HAD BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 475 4/26/85 KENDRICK,ID A/C Reg. No. N5285 Time (Lcl) - 1030 PST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,MAIN GEAR - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 482       5/10/85     REXBURG,ID                  A/C Reg. No. N2024G            Time (Lcl) - 1315 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                 Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass      0         0         0         3
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182                Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2650                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -    230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                             Airport Proximity
    Wx Briefing       - FSS                    Last Departure Point                  OFF AIRPORT/STRIP
      Method          - UNK/NR                   SALT LAKE CITY,UT
      Completeness    - FULL                    Destination                        Airport Data
    Basic Weather     - IMC                      REXBURG,ID
      Wind Dir/Speed- 190/012 KTS                                                    Runway Ident      - N/A
      Visibility    -     7.0   SM             ATC/Airspace                          Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -       500 FT          Type of Flight Plan - NONE          Runway Surface    - N/A
      Lowest Ceiling        -    500 FT BROKEN   Type of Clearance   - NONE          Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation         - RAIN
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     46              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                               Current        - YES       Total       -    301        Last 24 Hrs -      4
        SE LAND                               Months Since   - 21        Make/Model-     235        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-       3        Last 90 Days-     19

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE, THE PLT CIRCUMNAVIGATED AROUND SEVERAL STORMS. WHEN THE ACFT WAS ABOUT 20 MI FROM THE DESTINATION
ARPT, FUEL EXHAUSTION OCURRED. SUBSEQUENTLY, THE ACFT NOSED OVER DURING A FORCED LANDING ON SOFT UNEVEN TERRAIN.
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Brief of Accident (Continued)

File No. - 482 5/10/85 REXBURG,ID A/C Reg. No. N2024G Time (Lcl) - 1315 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - RAIN
2. FLIGHT INTO KNOWN ADVERSE WEATHER - NOT PERFORMED -

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING

Finding(s)
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 483 5/17/85 COUER D'ALENE,ID A/C Reg. No. N13403 Time (Lcl) - 1410 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-325-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ST. MARIES,ID
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
COEUR D'ALENE AIR TERM.
Runway Ident - 01
Runway Lth/Wid - 3400/ 74
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 67
Make/Model- 67
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

----Narrative----

THE ENG LOST POWER AFTER CARB HEAT WAS APPLIED & THE THROTTLE WAS RETARDED ON BASE LEG. SUBSEQUENTLY, THE ACFT NOSED OVER DURING A FORCED LANDING ON FRESHLY PLOWED GROUND SHORT OF THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THE ENG OPERATED NORMALLY DURING AN OPERATIONAL CHECK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 483   5/17/85   COUER D'ALENE,ID   A/C Reg. No. N13403   Time (Lcl) - 1410 MDT

Occurrence #1   LOSS OF POWER
Phase of Operation   APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 430   3/15/85   CRYSTAL LAKE,IL   A/C Reg. No. N3421E   Time (Lcl) - 0945 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
LAKE IN THE HILLS
Runway Ident - 26
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 71
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 250
Make/Model- 175
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT AS HE LOWERED THE NOSEWHEEL TO THE RWY DURING THE LANDING ROLL, THE ACFT VEERED TO THE RIGHT. AS THE RIGHT MAIN GEAR WENT OFF THE SIDE OF THE RWY, IT ENTERED SOFT TERRAIN WHICH PULLED THE ACFT FURTHER TO THE RIGHT. SUBSEQUENTLY, THE NOSE GEAR HIT A DIRT & SNOW BANK, THEN THE ACFT NOSED OVER. ABOUT 17 MI SOUTH AT CRYSTAL LAKE, THE WIND WAS FROM 200 DEG AT 6 KTS. NO MECHANICAL DISCREPANCIES WERE FOUND DURING AN EXAM OF THE BRAKES & STEERING SYS.

Brief of Accident (Continued)

File No. - 430 3/15/85 CRYSTAL LAKE,IL A/C Reg. No. N3421E Time (Lcl) - 0945 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TOUCH-AND-GO LANDING - INITIATED -
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 431        3/17/85     PORTLAND,IN                  A/C Reg. No. N9584B           Time (Lcl) - 1310 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire             Crew        0          0          0         1
     Flight Conducted Under     -14 CFR 91                        NONE            Pass        0          0          0         2
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172RG              Eng Make/Model - LYCOMING O-360-F1A6       ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -    2200                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                   Rated Power    -      180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                       ON AIRPORT
       Method         - UNK/NR                     FT. WAYNE,IN
       Completeness   - UNK/NR                   Destination                              Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                          PORTLAND
       Wind Dir/Speed- 340/016 KTS                                                          Runway Ident     - 27
       Visibility     -    10.0   SM           ATC/Airspace                                 Runway Lth/Wid   -  4000/   75
       Lowest Sky/Clouds  -      2000 FT         Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         -  2800 FT BROKEN  Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current        - YES      Total       -    128        Last 24 Hrs -       2
         SE LAND                                Months Since  - 13        Make/Model-     10        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      2        Last 90 Days-      26


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
UPON LANDING THE NOSE GEAR WAS DOWN & LOCKED, BUT BOTH MAIN GEAR COLLAPSED. THE PLT WAS NOT CERTAIN IF A DOWN &
LOCKED INDICATION WAS RECEIVED BEFORE TOUCHDOWN. DURING A GEAR RETRACTION/EXTENSION TEST AFTER THE ACCIDENT, THE
GEAR OPERATED NORMALLY. ALSO, THE LANDING GEAR INDICATORS & WARNING SYS OPERATED NORMALLY.
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Brief of Accident (Continued)

File No. - 431   3/17/85   PORTLAND,IN   A/C Reg. No. N9584B   Time (Lcl) - 1310 CST

Occurrence	GEAR COLLAPSED
Phase of Operation	LANDING

Finding(s)

1. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

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     File No. - 432       4/08/85    SHELBYVILLE,IN             A/C Reg. No. N5471A           Time (Lcl) - 1104 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass    0        0        0        1
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 310B                  Eng Make/Model - CONTINENTAL O-470-M    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                        Stall Warning System - YES
    Max Gross Wt   -    4700                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       5                      Rated Power    -    240 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    ON AIRPORT
      Method         - N/A                           HARRISON,OH
      Completeness   - N/A                        Destination                           Airport Data
    Basic Weather    - VMC                           SAME AS ACC/INC                        SHELBYVILLE MUN.
      Wind Dir/Speed- 270/008 KTS                                                           Runway Ident     - 18
      Visibility     -    10.0   SM              ATC/Airspace                               Runway Lth/Wid   -  3737/   50
      Lowest Sky/Clouds -     UNK/NR               Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        -   3500 FT BROKEN     Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     47                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL,CFI                          Current        - YES          Total      -   1973        Last 24 Hrs -       0
        SE LAND,ME LAND                         Months Since   - 19           Make/Model-      42        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR       Instrument-     207        Last 90 Days-      31
                                                                              Multi-Eng  -    202

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHEN THE GEAR WAS EXTENDED DURING THE APCH, A DOWN & LOCKED INDICATION WAS NOT OBTAINED. THE PLT MADE SEVERAL
ATTEMPTS TO LOCK THE GEAR DOWN, USING BOTH THE ELECTRICAL & MANUAL SYSTEMS, BUT WAS UNABLE. AFTER TOUCHDOWN, THE
RIGHT MAIN GEAR COLLAPSED. THE ACFT THEN WENT OFF THE RIGHT SIDE OF THE RWY & THE RIGHT HORIZONTAL STABILIZER
HIT A RWY LIGHT. AN EXAM REVEALED THAT THE RETRACTION/EXTENSION TORQUE TUBE TO THE RIGHT MAIN GEAR WAS BENT &
SHEARED, THUS PREVENTING FULL EXTENSION OF THE GEAR.

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Brief of Accident (Continued)

File No. - 432 4/08/85 SHELBYVILLE,IN A/C Reg. No. N5471A Time (Lcl) - 1104 EST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
2. GEAR DOWN AND LOCKED - NOT POSSIBLE -

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 520 5/07/85 TERRE HAUTE,IN A/C Reg. No. N29CP Time (Lcl) - 1245 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TERRE HAUTE,IN
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
HOLMAN FEILD
Runway Ident - 05
Runway Lth/Wid - 9025/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1021
Make/Model - 2
Instrument - 105
Multi-Eng - 53
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - 231

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS ON RWY 13, THEN ELECTED TO MAKE ANOTHER ON RWY 5. HE STATED THAT THE GEAR WAS EXTENDED ON DOWNWIND & A SAFE GEAR INDICATION WAS RECEIVED. HOWEVER, THE ACFT WAS LANDED WITH THE GEAR RETRACTED. THE PLT STATED THAT THERE WAS NO WARNING HORN WHEN THE THROTTLES WERE RETARDED TO IDLE JUST BEFORE TOUCHDOWN. AN EXAM OF THE ACFT REVEALED NO PREIMPACT GEAR PROBLEMS, EXCEPT THE WARNING HORN WAS INOP DUE TO A BAD MICRO-SWITCH & A BROKEN ELECTRICAL WIRE.

Brief of Accident (Continued)

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      File No. -  520       5/07/85    TERRE HAUTE,IN             A/C Reg. No. N29CP              Time (Lcl) - 1245 EST
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Occurrence #1         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
  2. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
  3.   GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  4.     IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 434 6/01/85 MARION,IN A/C Reg. No. N6787R Time (Lcl) - 1130 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

---- Aircraft Information----

Make/Model - CESSNA T210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 5

Eng Make/Model - CONTINENTAL TIO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NEW CASTLE,IN
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
MARION
Runway Ident - 22
Runway Lth/Wid - 5200 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1175
Make/Model- 303
Instrument- 258
Multi-Eng - 25
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

----Narrative----

SHORTLY AFTER TAKEOFF, THE PLT DISCOVERED THAT THE ELEVATOR CONTROLS WERE JAMMED & PITCH CHANGES COULD ONLY BE MADE WITH ELEVATOR TRIM & POWER. AN EMERG LANDING WAS MADE USING THE TRIM, BUT THE PLT WAS UNABLE TO FLARE THE ACFT AT LANDING SPEED. THE ACFT STRUCK THE RWY WITH THE NOSE GEAR, BREAKING THE NOSE GEAR OFF. A POST-ACCIDENT EXAM REVEALED THAT AN AUTOPILOT ADAPTER FLANGE (RECENTLY INSTALLED TO THE BACK OF THE PILOT'S ATTITUDE INDICATOR) WAS IN A POSITION TO CATCH THE ELEVATOR SECONDARY STOP ON THE PILOT'S CONTROL COLUMN. THE ELEVATOR CONTROL COULD HAVE BEEN FORCIBLY FREED, BUT IT WOULD HAVE REQUIRED A LARGE FORCE TO DO SO.

Brief of Accident (Continued)

```
      File No. -  434       6/01/85    MARION,IN                   A/C Reg. No. N6787R            Time (Lcl) - 1130 EST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     TAKEOFF

Finding(s)
  1. AUTOPILOT/FLIGHT DIRECTOR - OTHER
  2.   MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  3. FLT CONTROL SYST,ELEVATOR CONTROL - JAMMED
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     LANDING - FLARE/TOUCHDOWN
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  4. FLARE - NOT POSSIBLE -
-------------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. LANDING GEAR,NOSE GEAR - OVERLOAD
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 567       2/09/85    LOUISVILLE,KY              A/C Reg. No. N7507E            Time (Lcl) - 1500 EST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                        Injuries
                                                                   SUBSTANTIAL                Fatal   Serious   Minor     None
     Type of Operation          -INSTRUCTIONAL                    Fire                  Crew    0        0        0         1
     Flight Conducted Under     -14 CFR 91                         NONE                 Pass    0        0        0         0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CHAMPION 7FC                Eng Make/Model - CONTINENTAL C-90-12F      ELT Installed/Activated - UNK/NR
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       3                     Rated Power    -       90 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing     - FSS                       Last Departure Point                   ON AIRPORT
       Method        - TELEPHONE                   FRENCH LICK,IN
       Completeness  - UNK/NR                   Destination                            Airport Data
     Basic Weather   - VMC                         SAME AS ACC/INC                        BLUELICK
       Wind Dir/Speed- 090/008 KTS                                                        Runway Ident     - 11
       Visibility    -   10.0    SM            ATC/Airspace                               Runway Lth/Wid   -  2500/  100
       Lowest Sky/Clouds  -      10000 FT        Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling     -      10000 FT BROKEN Type of Clearance   - NONE               Runway Status    - SNOW - CRUSTED
       Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      33              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
       STUDENT                                Current        - N/A          Total      -      50         Last 24 Hrs -      1
                                              Months Since   - N/A          Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                              Aircraft Type  - N/A          Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT DEPARTED FROM A SNOW COVERED RWY & PROCEEDED ON A SOLO X-COUNTRY. WHEN HE RETURNED, THE NOSEWHEEL BROKE
THRU THE SNOW CRUSTED SURFACE & COLLAPSED, THEN THE ACFT NOSED OVER. THE PLT SAID THERE WERE RUTS ON THE RWY FROM
OTHER ACFT WHICH CAUSED HIS PLANE TO SWERVE LEFT. THE NOSE STRUT, PN 3-1055, FAILED ABOVE THE NOSEWHEEL IN THE
AREA OF THE OLEO EXTENSION. PART OF THE FRACTURE AREA WAS RUSTED.

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Brief of Accident (Continued)

File No. - 567 2/09/85 LOUISVILLE,KY A/C Reg. No. N7507E Time (Lcl) - 1500 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. LANDING GEAR,NOSE GEAR ASSEMBLY - FATIGUE

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No - 581 3/24/85 FALMOUTH,KY A/C Reg. No. N42616 Time (Lcl) - 1306 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	3	0

----Aircraft Information----

Make/Model - CESSNA 182L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HARRISON,OH
Destination
CHARLOTTE,NC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,MILITARY
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 182L

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2700
Make/Model- 175
Instrument- UNK/NR
Multi-Eng - 2400
Last 24 Hrs - 0
Last 30 Days- 11
Last 90 Days- 20
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING FLT IN IMC CONDITIONS AT 9000 FT MSL, THE PLT NOTED A LOSS OF AIRSPEED INDICATIONS. HE REQUESTED & RECEIVED CLEARANCE TO DESCEND. DURING THE DESCENT, HE ELECTED TO DIVERT & RECEIVED VECTORS FOR A NEARBY ARPT. HOWEVER, WHEN HE ATTEMPTED TO LEVEL OFF, THERE WAS NO RESPONSE TO THE ENG. HE WAS UNABLE TO GLIDE TO AN ARPT & SUBSEQUENTLY WAS FORCED TO LAND IN A WOODED AREA. DURING THE LANDING, THE ACFT COLLIDED WITH TREES ON STEEP TERRAIN. AN INVESTIGATION REVEALED THE SURFACE TEMP & DUE POINT WERE 50 & 38 DEG, RESPECTIVELY, THUS THE TEMP AT 9000 FT WOULD HAVE BEEN AT OR NEAR FREEZING. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING CONDITIONS WERE PROBABLE DURING THE DESCENT FROM 9000 TO 3000 FT. ALSO, WATER WAS FOUND IN THE GASCOLATOR, BUT NO OTHER PREIMPACT PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 581 3/24/85 FALMOUTH,KY A/C Reg. No. N42616 Time (Lcl) - 1306 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - ICING CONDITIONS
5. FLIGHT/NAV INSTRUMENTS,AIRSPEED INDICATOR - ICE
6. DESCENT - INITIATED - PILOT IN COMMAND
7. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
8. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
9. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
10. TERRAIN CONDITION - NONE SUITABLE
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9

Factor(s) relating to this accident is/are finding(s) 7,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. -  505       4/21/85    GERMANTOWN,KY             A/C Reg. No. N85652           Time (Lcl) - 1715 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                  Crew    0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass    0        0        0        1
     Accident Occurred During  -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELLANCA 7AC              Eng Make/Model  - CONTINENTAL A-65-B        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines  -  1                          Stall Warning System - NO
     Max Gross Wt   -    1220                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power     -       65 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method        - N/A                          CYNTHIANA,KY
       Completeness  - N/A                        Destination                             Airport Data
     Basic Weather   - VMC                          HILLSBORO,OH                            BROWN COUNTY AIRPORT
       Wind Dir/Speed- CALM                                                                   Runway Ident     - N/A
       Visibility    -    15.0   SM               ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    20000 FT SCATTERED   Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          - NONE               Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     43                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                               Current        - YES      Total       -   8750       Last 24 Hrs -       6
        SE LAND,ME LAND,SE SEA                   Months Since   -  1       Make/Model-      250       Last 30 Days- UNK/NR
        HELICOPTER     ,GLIDER                   Aircraft Type  - 767      Instrument-      750       Last 90 Days-     150
                                                                           Multi-Eng -     7000       Rotorcraft  -    1500

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING CRUISE FLT OVER HILLY TERRAIN, THE PLT NOTED A POWER LOSS THAT HE DESCRIBED AS THE ENG "DYING BACK AND
THEN CATCHING AGAIN."  HE WAS UNABLE TO MAINTAIN ALT & SELECTED A FIELD FOR A LANDING. DURING THE APCH, THE LEFT
MAIN GEAR & PROP HIT 2 POWER LINES. THE POWER LINES BROKE & THE ACFT CONTINUED FLYING. HOWEVER, DURING THE LANDING,
THE LEFT MAIN GEAR COLLAPSED & THE ACFT SWERVED & WAS FURTHER DAMAGED. AN EXAM OF THE FUEL TANK REVEALED THAT THE
COATING INSIDE THE TANK HAD BEGUN FLAKING & FLAKES HAD PARTIALLY OBSTRUCTED A FUEL SCREEN.
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Brief of Accident (Continued)

File No. - 505 4/21/85 GERMANTOWN,KY A/C Reg. No. N85652 Time (Lcl) - 1715 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FUEL SYSTEM,TANK - DETERIORATED
2. FUEL SYSTEM,STRAINER - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
3. OBJECT - WIRE,TRANSMISSION
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. TERRAIN CONDITION - NONE SUITABLE
7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

Brief of Accident

File No. - 574   7/13/85   OWENSBORO,KY   A/C Reg. No. N3001S   Time (Lcl) - 1800 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5000
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
OWENSBORO DAVIESS
Runway Ident - 23
Runway Lth/Wid - 3700 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 765
Make/Model- 30
Instrument- 56
Multi-Eng - 30
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 24

Instrument Rating(s) - NONE

----Narrative----

THE PLT HAD A SINGLE ENG LAND RATING & WAS PREPARING FOR A MULTI-ENG CHECK RIDE. WHILE PRACTICING A TOUCH-&-GO LANDING, THE ACFT BOUNCED. THE PLT APPLIED POWER, MADE A GO-AROUND & LANDED WITHOUT FURTHER INCIDENT. HOWEVER, DURING A POST-FLT EXAM, SUBSTANTIAL STRUCTURAL DAMAGE WAS FOUND THRU-OUT THE FUSELAGE & THERE WAS DAMAGE TO THE #2 PROP.

File No. - 574 7/13/85 OWENSBORO,KY A/C Reg. No. N3001S Time (Lcl) - 1800 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 578 7/18/85 MT STERLING,KY A/C Reg. No. N67825 Time (Lcl) - 1715 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MOUNTGOMERY
Runway Ident - 25
Runway Lth/Wid - 1600/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1407
Make/Model- 101
Instrument- 249
Multi-Eng - 21
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

----Narrative----

THE INSTURCTOR (CFI) WAS DEMONSTRATING A SOFT FIELD TAKEOFF FROM A GRASS AREA BESIDE THE RWY. AT THAT TIME, THE ACFT LIFTED OFF, THEN SETTLED BACK ONTO THE GRASS. THE CFI REPORTED THAT THE RIGHT MAIN GEAR TOUCHED DOWN IN A HOLE WHICH CAUSED THE ACFT TO VEER RIGHT & TO PITCH UP. THE ACFT BECAME AIRBORNE AGAIN, BUT THE STALL WARNING SOUNDED & THE ACFT TOUCHED DOWN AGAIN. THE CFI THEN INITIATED ABORT PROCEDURES, BUT THE ACFT BECAME AIRBORNE AGAIN & DESCEND DOWN A SLOPE WHERE IT COLLIDED WITH TREES BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 578   7/18/85   MT STERLING,KY   A/C Reg. No. N67825   Time (Lcl) - 1715 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. AIRSPEED - NOT MAINTAINED -

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF

Finding(s)
7. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND(CFI)
8. TERRAIN CONDITION - DOWNHILL
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 532        1/25/85    COUSHATTA,LA              A/C Reg. No. N7718X           Time (Lcl) - 1500 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                  SUBSTANTIAL                          Injuries
     Type of Operation          -PERSONAL                                              Fatal   Serious   Minor    None
     Flight Conducted Under     -14 CFR 91                       Fire            Crew     0        0        1        0
     Accident Occurred During    LANDING                          NONE            Pass     0        0        0        0
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172B                Eng Make/Model - CONTINENTAL O-300-C       ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -   2015                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      4                     Rated Power     -     145 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                   Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method           - N/A                         SHREVEPORT,LA
       Completeness     - N/A                      Destination                              Airport Data
     Basic Weather      - VMC                         SAME AS ACC/INC                           THE RED RIVER
       Wind Dir/Speed- 310/011 KTS                                                              Runway Ident      - 18
       Visibility      -    20.0   SM             ATC/Airspace                                  Runway Lth/Wid   -  5000/   75
       Lowest Sky/Clouds  -       7000 FT           Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
       Lowest Ceiling             7000 FT BROKEN    Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     40           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        STUDENT                                 Current      - N/A          Total     -     64         Last 24 Hrs -       1
                                                Months Since - N/A          Make/Model-     30         Last 30 Days- UNK/NR
                                                Aircraft Type - N/A         Instrument-      1         Last 90 Days-      18

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS ON ITS 1ST FLT FOLLOWING MAINTENANCE FOR A PREVIOUS NOSE GEAR SHIMMY PROBLEM. WHEN THE STUDENT MADE
HIS 1ST ATTEMPT TO LAND, HE NOTICED THAT THE NOSE GEAR SEEMED TO BE COCKED, SO HE ABORTED THE LANDING. ON THE 2ND
ATTEMPT, THE ACFT SWERVED TO THE RIGHT WHEN THE NOSE GEAR TOUCHED DOWN, THEN GROUND LOOPED INTO A DITCH & CAME TO
REST UPSIDE DOWN. AN EXAM REVEALED THAT ONE OF THE NOSE GEAR CLAMP BOLTS WAS MISSING & A 2ND BOLT WAS LOOSE. THIS
ALLOWED THE NOSE GEAR STRUT TO PIVOT.
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Brief of Accident (Continued)

File No. - 532   1/25/85   COUSHATTA,LA   A/C Reg. No. N7718X   Time (Lcl) - 1500 CST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   LANDING

Finding(s)
1. LANDING GEAR,NOSE GEAR ASSEMBLY - LOOSE
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
3. DIRECTIONAL CONTROL - NOT POSSIBLE -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #4   NOSE OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 422       1/31/85    BELLE CHASE,LA            A/C Reg. No. N53064          Time (Lcl) - 0745 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI
    Name of Carrier           -SOUTHERN SEAPLANE INC.          Aircraft Damage                    Injuries
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER     SUBSTANTIAL                Fatal   Serious   Minor    None
    Flight Conducted Under    -14 CFR 135                      Fire               Crew      0        0        0        1
    Accident Occurred During  -TAXI                             NONE              Pass      0        0        0        3
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA A185F
    Landing Gear  - FLOAT                    Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/NO
    Max Gross Wt  -    3350                  Number Engines -  1                            Stall Warning System - YES
    No. of Seats  -       6                  Engine Type    - RECIP-FUEL INJECTED
                                             Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method        - N/A                        BELLE CHASE,LA
      Completeness  - N/A                    Destination                                Airport Data
    Basic Weather   - VMC                        GRAND ISLE,LA                            BELLE CHASE
      Wind Dir/Speed- 160/006 KTS                                                         Runway Ident     - 17
      Visibility    -    5.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  6500 -UNK/NR
      Lowest Sky/Clouds  -      1000 FT        Type of Flight Plan - NONE                 Runway Surface   - WATER
      Lowest Ceiling     -      1000 FT OVERCAST  Type of Clearance   - NONE              Runway Status    - WATER-CALM
      Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE                                   FULL STOP
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command
     Certificate(s)/Rating(s)              Age -     25              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        COMMERCIAL,CFI                     Biennial Flight Review                Flight Time (Hours)
        SE LAND,ME LAND,SE SEA,ME SEA        Current         - YES       Total       -   2126      Last 24 Hrs -       1
                                             Months Since    -  6        Make/Model-      923      Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-       99      Last 90 Days-     214
                                                                         Multi-Eng -       99

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD DIVERTED BACK TO THE DEPARTURE APRT DUE TO WX. AFTER LANDING, HE WAS "STEP TAXIING" ON THE WATER WITH
NO REPORTED DIFFICULTIES WHEN A LANDING GEAR SHOCK STRUT, P/N 51961, SEPARATED. THIS ALLOWED A FLOAT TO DIG INTO
THE WATER & CAUSED THE ACFT TO FLIP INVERTED & SINK.

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File No. - 422 1/31/85 BELLE CHASE,LA A/C Reg. No. N53064 Time (Lcl) - 0745 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - FAILURE,TOTAL
2. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - SEPARATION

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 423   2/03/85   COVINGTON,LA   A/C Reg. No. N2222G   Time (Lcl) - 1530 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
VINCENT
Runway Ident - N/A
Runway Lth/Wid - 3400/ 200
Runway Surface - GRASS/TURF
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)
Total - UNK/NR
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

----Narrative----

DURING AN APCH TO LAND, THE ENG LOST POWER & THE PLT MADE AN OFF ARPT LANDING. WHILE HE WAS LANDING, THE ACFT COLLIDED WITH A LEVEE & WAS DAMAGED. AMPLE FUEL WAS STILL REMAINING IN THE ACFT & NO PREIMPACT FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 423 2/03/85 COVINGTON,LA A/C Reg. No. N2222G Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident
     File No. - 413       2/19/85    HOUMA,LA                     A/C Reg. No. N31223          Time (Lcl) - 0130 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI               Aircraft Damage                   Injuries
                                                                  DESTROYED                Fatal   Serious   Minor    None
     Type of Operation          -POSITIONING                     Fire               Crew     0        0        2        0
     Flight Conducted Under     -14 CFR 91                        NONE              Pass     0        0        0        0
     Accident Occurred During   -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SIKORSKY S-76A              Eng Make/Model - ALLISON 250-C30          ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                          Stall Warning System - NO
     Max Gross Wt   -   10000                     Engine Type     - TURBOSHAFT
     No. of Seats   -       8                     Rated Power     -     650 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
       Method          - N/A                         ABBEVILLE,LA
       Completeness    - N/A                      Destination                             Airport Data
     Basic Weather     - IMC                         SAME AS ACC/INC                          HOUMA-TERREBONNE
       Wind Dir/Speed- CALM                                                                    Runway Ident      - UNK/NR
       Visibility     -        .500 SM           ATC/Airspace                                 Runway Lth/Wid    - UNK/NR
       Lowest Sky/Clouds  -      PART OBS           Type of Flight Plan - COMPANY (VFR)       Runway Surface    - GRASS/TURF
       Lowest Ceiling         - OBSCURED            Type of Clearance   - NONE                Runway Status     - WET
       Obstructions to Vision- FOG                  Type Apch/Lndg      - STRAIGHT IN
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -    46                  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
         COMMERCIAL                          Current         - YES         Total       -  15000        Last 24 Hrs -        6
         SE LAND,ME LAND                     Months Since    -  2          Make/Model-      300        Last 30 Days- UNK/NR
         HELICOPTER                          Aircraft Type   - S-76        Instrument-     1025        Last 90 Days-      150
                                                                           Multi-Eng -     2000        Rotorcraft  -     6000

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCREW HAD JUST COMPLETED A MEDIVAC FLT & WERE REPOSITIONING THE HELICOPTER TO THE HOME BASE. WHILE THEY
WERE EN ROUTE, THE COMPANY DISPATCHER INFORMED THE CREW THAT FOG WAS MOVING INTO THE AREA & THAT THEY HAD BETTER
HURRY. DURING THE NIGHT APCH, THE HELICOPTER IMPACTED THE GROUND IN A LEVEL ATTITUDE, ABOUT 300 WEST OF THE
THRESHOLD TO RWY 18. THE CREW STATED THAT THE LAST THING THEY REMEMBER WAS BEING AT 250 FT AGL WHILE ATTEMPTING A
VFR APCH. ONE PLT WAS MONITORING THE INSTRUMENTS WHILE THE OTHER WAS ATTEMPTING TO OBTAIN THE RWY ENVIRONMENT.
THE ACFT WAS EQUIPPED & THE PLTS WERE QUALIFIED TO MAKE AN INSTRUMENT APCH.
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Brief of Accident (Continued)

File No. - 413   2/19/85   HOUMA,LA   A/C Reg. No. N31223   Time (Lcl) - 0130 CST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   APPROACH

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION,UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER DECISION,UNDER CONFIDENCE IN PERSONAL ABILITY - COPILOT

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH

Finding(s)
6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
7. IFR PROCEDURE - NOT PERFORMED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 411 2/19/85 HOLMWOOD,LA A/C Reg. No. N60885 Time (Lcl) - 0930 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 1
Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .300 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAKE CHARLES,LA
Destination
SWEETLAKE,LA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Instrument Rating(s) - NONE

Age - 44
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 10601
Make/Model- 5023
Instrument- 227
Multi-Eng - 1495
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 136

----Narrative----

THE ACFT WAS 1 OF 2 THAT WERE BEING REPOSITIONED FORM 1 AG STRIP TO ANOTHER. WHILE EN ROUTE, THE FLT ENCOUNTERED DENSE FOG & THE LEAD PLT INITIATED A 180 DEG TURN. DURING THE TURN, THE 2ND ACFT (N60885) WAS ABOUT 100 FT IN TRAIL OF THE 1ST ACFT AT APRX 150 FT AGL. WHILE TURNING, N60885 ENCOUNTERED WAKE TURBULENCE FROM THE 1ST ACFT, ENTERED A VERTICAL LEFT BANK, DESCENDED & SUBSEQUENTLY IMPACTED THE GROUND.

File No. - 414 2/19/85 HOLMWOOD,LA A/C Reg. No. N60885 Time (Lcl) - 0930 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED -

Occurrence #2 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 515 3/02/95 TAUNTON,MA A/C Reg. No. N4416X Time (Lcl) - 1700 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MANSFIELD,MA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 690
Make/Model- 40
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

----Narrative----

WHILE APPROACHING ABOUT 6 MI FROM THE ARPT, THE ENG LOST POWER & THE ACFT BEGAN DESCENDING TOWARD A POND. THERE WAS A SURGE OF POWER, BUT POWER WAS LOST AGAIN. THE PLT STATED THAT HE BROUGHT THE NOSE UP ABOVE THE TREES TO "MUSH" THE PLANE IN RATHER THAN GO INTO THE POND. THE ACFT CONTACTED TREE TOPS AT AN UPWARD ANGLE. NO PREIMPACT MECHANICAL PROBLEM WAS VERIFIED.

Brief of Accident (Continued)

File No. - 515 3/02/85 TAUNTON,MA A/C Reg. No. N441CX Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 559        2/17/85    WATERVILLE,ME              A/C Reg. No. N2234L            Time (Lcl) - 1400 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal   Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire                    Crew      0        0         0        1
    Flight Conducted Under     -14 CFR 91                      NONE                   Pass      0        0         0        1
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH A23A               Eng Make/Model - CONTINENTAL IO-346-A      ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   -    2400                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                   Rated Power    -     165 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        LOCAL                                   WATERVILLE/LAFLUER
      Wind Dir/Speed- 050                                                                  Runway Ident     - 23
      Visibility     - UNK/NR                 ATC/Airspace                                 Runway Lth/Wid   -  5000/  150
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - VFR                  Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     26             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          STUDENT                                 Current        - N/A       Total       -      11         Last 24 Hrs -       1
                                                  Months Since   - N/A       Make/Model-        11         Last 30 Days- UNK/NR
                                                  Aircraft Type  - N/A       Instrument-         0         Last 90 Days-       3


          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE OWNER OF THE ACFT WAS A STUDENT PLT WITH ONLY 10.7 HRS TOTAL TIME, OF WHICH, 8.1 HRS WERE DUAL INSTRUCTION.
HE WAS ON A FLT WITH A PRIVATE PLT OCCUPYING THE RIGHT FRONT SEAT, WHO REPORTEDLY WAS ABOARD AS A PASSENGER. THE
OWNER/STUDENT STATED THAT THE ENG LOST POWER WHEN THE ACFT WAS ON FINAL APCH TO RWY 23. THE ACFT THEN IMPACTED ON
SLOPING TERRAIN BEFORE REACHING THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.
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File No. - 559 2/17/85 WATERVILLE,ME A/C Reg. No. N2234L Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 473        4/27/85    ATHENS,MI                A/C Reg. No. N5625J            Time (Lcl) - 1400 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire                 Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass     0        0        0       0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MITCHELL MONNETT MONI        Eng Make/Model - KFM 107E                ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                        Number Engines -  1                        Stall Warning System - UNK/NR
    Max Gross Wt   - UNK/NR                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      1                        Rated Power     - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing      - UNK/NR                      Last Departure Point                   ON AIRPORT
      Method         - UNK/NR                        SAME AS ACC/INC
      Completeness   - UNK/NR                     Destination                           Airport Data
    Basic Weather    - VMC                           LOCAL                                DAVID'S
      Wind Dir/Speed- 270/005 KTS                                                          Runway Ident     - 27
      Visibility     -   15.0   SM               ATC/Airspace                              Runway Lth/Wid   -  2800/  100
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lnd       - TOUCH AND GO
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        PRIVATE                             Current        - YES       Total       -     70        Last 24 Hrs -      1
        SE LAND                             Months Since   -  9        Make/Model-       3        Last 30 Days- UNK/NR
                                            Aircraft Type - C-152      Instrument-       2        Last 90 Days-      9

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT OF THE HOME-BUILT/POWERED GLIDER INITIATED A TOUCH-&-GO LANDING. HOWEVER, HE DID NOT RETRACT THE SPOILERS
WHEN HE BEGAN THE TAKEOFF PORTION OF THE TOUCH-&-GO. THE ACFT LIFTED OFF INTO GROUND EFFECT, BUT THE LEFT WING
CONTACTED A RWY LIGHT AT THE DEPARTURE END OF THE RWY. THE ACFT THEN HIT THE GROUND LEFT WING 1ST & WAS DAMAGED.

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Brief of Accident (Continued)

File No. - 473 4/27/85 ATHENS,MI A/C Reg. No. N5625J Time (Lcl) - 1400 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. SPOILER RETRACTION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. CLIMB - NOT POSSIBLE -
5. OBJECT - RUNWAY LIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,5

Brief of Accident

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      File No. - 541       5/09/85    TROY,MI                        A/C Reg. No. N2099P            Time (Lcl) - 2310 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                     Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                    Pass     0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-44-180              Eng Make/Model - LYCOMING O-360-E1A6D      ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    3800                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power     -      180 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
      Wx Briefing      - FSS                        Last Departure Point                     ON AIRPORT
        Method         - TELEPHONE                    CHICAGO,IL
        Completeness   - WEATHER NOT PERTINENT      Destination                            Airport Data
      Basic Weather    - VMC                          TROY,MI                                BIG BEAVER
        Wind Dir/Speed- 200/014 KTS                                                          Runway Ident      - 27
        Visibility     -    10.0   SM             ATC/Airspace                               Runway Lth/Wid    -  2400/   40
        Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE               Runway Surface    - ASPHALT
        Lowest Ceiling        - NONE                Type of Clearance    - NONE              Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                 Current         - YES       Total      -     187          Last 24 Hrs -      5
          SE LAND,ME LAND                         Months Since  -  2          Make/Model-      44          Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument-       2          Last 90 Days-      76
                                                                              Multi-Eng -      44

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HIS INTENDED DESTINATION WAS THE TROY-OAKLAND ARPT WHERE HE INTENDED TO LAND ON RWY 27. HOWEVER,
HE INADVERTENTLY LANDED ON RWY 27 AT THE BIG BEAVER ARPT WHICH WAS APRX 3 MI AWAY. HE WAS EXPECTING TO HAVE 3800 FT
OF RWY, BUT THE RWY AT BIG BEAVER WAS ONLY 2700 FT LONG. DURING THE NIGHT LANDING, THE ACFT CONTINUED OFF THE END OF
THE RWY & SUBSEQUENTLY HIT A DIRT BANK.

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File No. - 541   5/09/85   TROY,MI   A/C Reg. No. N2099P   Time (Lcl) - 2310 EDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 508       6/09/85    GAYLORD,MI               A/C Reg. No. N6544H            Time (Lcl) - 1116 EDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                     Fire                     Crew     0        0        0        1
    Flight Conducted Under      -14 CFR 91                     NONE                    Pass     0        0        0        0
    Accident Occurred During   -TAXI
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER J-3                   Eng Make/Model - CONTINENTAL C-85-AF      ELT Installed/Activated - UNK/NR
    Landing Gear    - FLOAT                       Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt    -    1220                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                     Rated Power    -       65 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - IMC                          UNK/NR
      Wind Dir/Speed- 270/020 KTS                                                          Runway Ident     - N/A
      Visibility     -     2.000 SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     PART OBS           Type of Flight Plan - NONE               Runway Surface   - WATER
      Lowest Ceiling        - UNK/NR              Type of Clearance   - NONE               Runway Status    - WATER - CHOPPY
      Obstructions to Vision- DUST                Type Apch/Lndg        NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     27              Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                 Current       - UNK/NR    Total      -    2000         Last 24 Hrs -      3
        SE LAND,SE SEA                          Months Since  - UNK/NR    Make/Model-     400          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-       0          Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ATTEMPT TO TAKE THE FLOAT PLANE ACROSS A LAKE IN WIND THAT WAS FROM 270 DEG AT 20 GUSTING 40 KTS.
SUBSEQUENTLY, THE ACFT CAPSIZED & WAS DAMAGED. IN A REVISED STATEMENT, THE PLT REPORTED THAT HE WAS "SAILING"
(LETTING THE WIND BLOW THE ACFT) ACROSS THE LAKE FOR MOORING WITHOUT THE ENG RUNNING; BUT WHEN WINDS-THREATENED
TO CAUSE LOSS OF CONTROL, HE STARTED THE ENG BY PROPPING IT.  HE SAID THAT AS HE SHIFTED HIS POSITION FROM THE FLOAT
BACK TO THE COCKPIT, THE WIND CAUGHT A WING & TURNED THE ACFT OVER.

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Brief of Accident (Continued)

File No. - 508 6/09/85 GAYLORD,MI A/C Reg. No. N6544H Time (Lcl) - 1116 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. TERRAIN CONDITION - WATER,ROUGH
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

- --Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 509       4/03/85    RUSH CITY,MN              A/C Reg  No. N5995D          Time (Lcl) - 1300 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor   None
      Type of Operation          -PERSONAL                      Fire               Crew     0        0        0       1
      Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        0       1
      Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-22-150             Eng Make/Model - LYCOMING O-320-A1A       ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1840                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                     Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
        Method         - N/A                          SAME AS ACC/INC
        Completeness   - N/A                       Destination                           Airport Data
      Basic Weather    - VMC                          LOCAL                                 RUSH CITY MUNI
        Wind Dir/Speed- 280/018 KTS                                                         Runway Ident      - 33
        Visibility    -    20.0    SM             ATC/Airspace                              Runway Lth/Wid    -  3200/   75
        Lowest Sky/Clouds -      5000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - ASPHALT
        Lowest Ceiling       - 28000 FT BROKEN      Type of Clearance   - NONE               Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     54              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                              Current        - YES      Total       -     108       Last 24 Hrs -        0
          SE LAND                              Months Since   - 20       Make/Model-        12       Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                         Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE WAS TAKING OFF ON RWY 33 WITH THE WIND FROM 280 DEG & 18 GUSTING 25 KTS. AFTER BECOMING
AIRBORNE, THE ACFT WEATHERVANED INTO THE WIND. IT THEN TRAVELED TO THE LEFT OF THE RWY WHERE IT SETTLED BACK TO
THE GROUND. SUBSEQUENTLY, THE ACFT CONTACTED A DITCH & THE NOSE GEAR COLLAPSED BEFORE THE ACFT CAME TO REST.

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File No. - 509 4/03/85 RUSH CITY,MN A/C Reg. No. N5995D Time (Lcl) - 1300 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
5. ABORTED TAKEOFF
6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
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Brief of Accident

File No. - 433 4/18/85 HUTCHINSON,MN A/C Reg. No. N66479 Time (Lcl) - 0715 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 080/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HUTCHINSON MUNICIPAL
Runway Ident - 15
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 36
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	34	Last 24 Hrs -	2
Make/Model-	34	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	23

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS ON HIS 2ND SOLO FLT AFTER BEING ENDORSED FOR FLT IN THE CESSNA 150 ACFT. DURING A LANDING, HE LOST DIRECTIONAL CONTROL IN WINDS THAT HE REPORTED WERE FROM 080 DEGS AT 7 KTS. THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY & WENT IN A DITCH WHERE THE NOSE GEAR DUG IN & THE ACFT NOSED OVER.

File No. - 433 4/18/85 HUTCHINSON,MN A/C Reg. No. N66479 Time (Lcl) - 0715 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 472       4/21/85    ST. PAUL,MN               A/C Reg. No. N94740            Time (Lcl) - 1230 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                            SUBSTANTIAL               Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                    Fire              Crew       0        0        0        1
   Flight Conducted Under     -14 CFR 91                    NONE             Pass       0        0        0        1
   Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - ERCOUPE 415-CD          Eng Make/Model - CONTINENTAL C-85-12-F    ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - UNK/NR
   Max Gross Wt   -   1260                  Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -      2                  Rated Power    -      85 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
     Method         - N/A                         SAME AS ACC/INC
     Completeness   - N/A                      Destination                              Airport Data
   Basic Weather    - VMC                         MINNEAPOLIS,MN                           DOWNTOWN HOLMAN
     Wind Dir/Speed- 160/020 KTS                                                         Runway Ident     - 16
     Visibility     -    20.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  4429/  100
     Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
     Lowest Ceiling          - NONE              Type of Clearance   - VFR                 Runway Status    - DRY
     Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     67            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                Current        - UNK/NR    Total        -   1591        Last 24 Hrs -       1
         SE LAND                                Months Since   - UNK/NR    Make/Model-     1591        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-        4        Last 90 Days-      55

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF, WHILE CLIMBING THRU APRX 700 FT AGL, THE ENG DEVELOPED A SEVERE VIBRATION & A LOUD "CLANKING"
SOUND. THESE WERE FOLLOWED BY A PARTIAL LOSS OF POWER. DURING A SUBSEQUENT FORCED LANDING, THE ACFT'S RIGHT WING
HIT A TREE & THE NOSE GEAR COLLAPSED ON ROUGH TERRAIN. AN EXAM OF THE ENG REVEALED THAT THE #3 EXHAUST VALVE, PN 3921,
HAD FAILED NEAR THE STEM-HEAD. THE ENG HAD 1040 HRS IN SERVICE SINCE MAJOR OVERHAUL.

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File No. - 472 4/21/85 ST. PAUL,MN A/C Reg. No. N94740 Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB
1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
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Brief of Accident

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     File No. - 474       4/30/85    MINNEAPOLIS,MN             A/C Reg. No. N46683           Time (Lcl) - 0930 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -FERRY                          Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE               Pass     0        0        0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 180J
     Landing Gear   - TAILWHEEL-ALL FIXED         Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES-UNK/NR
     Max Gross Wt   -    2800                     Number Engines -  1                          Stall Warning System - UNK/NR
     No. of Seats   -       4                     Engine Type     - RECIPROCATING-CARBURETOR
                                                  Rated Power     -     265 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
        Method          - N/A                       DULUTH,MN
        Completeness    - N/A                    Destination                            Airport Data
      Basic Weather     - VMC                       SAME AS ACC/INC                         ANOKA COUNTY
        Wind Dir/Speed- 150/003 KTS                                                         Runway Ident      - 17
        Visibility      -      8.0   SM         ATC/Airspace                                 Runway Lth/Wid    -  3800/  100
        Lowest Sky/Clouds  -       4900 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface    - ASPHALT
        Lowest Ceiling         -   8000 FT OVERCAST   Type of Clearance   - NONE             Runway Status     - DRY
        Obstructions to Vision- NONE                   Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      34               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                     Flight Time (Hours)
          COMMERCIAL                             Current        - YES         Total      -     764        Last 24 Hrs -      0
          SE LAND,SE SEA                         Months Since   -  6          Make/Model-        9        Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR      Instrument-       50        Last 90 Days-      9

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS FERRYING THE ACFT TO THE ANOKA COUNTY ARPT FOR RADIO MAINTENANCE. DURING THE LANDING ROLL, THE ACFT
SWERVED OFF THE RIGHT SIDE OF THE RWY & WAS DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS REPORTED.
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Brief of Accident (Continued)

File No. - 474 4/30/85 MINNEAPOLIS,MN A/C Reg. No. N46683 Time (Lcl) - 0930 CDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

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     File No. -  436        6/23/85    ST. CHARLES,MO            A/C Reg. No. N67509            Time (Lcl) - 1130 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                  Fire                 Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE                Pass      0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152               Eng Make/Model  - LYCOMING O-235          ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED           Number Engines  -  1                         Stall Warning System - YES
     Max Gross Wt   -    1650                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power     -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                              Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   ON AIRPORT
        Method         - N/A                        SAME AS ACC/INC
        Completeness   - N/A                    Destination                            Airport Data
      Basic Weather    - VMC                        LOCAL                                 ST CHARLES COUNTY
        Wind Dir/Speed- 240/012 KTS                                                       Runway Ident     - 18
        Visibility    -    15.0   SM            ATC/Airspace                              Runway Lth/Wid   -  3800/   75
        Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     32             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        STUDENT                                   Current       - N/A       Total      -     41         Last 24 Hrs -       1
                                                  Months Since  - N/A       Make/Model-      41         Last 30 Days- UNK/NR
                                                  Aircraft Type - N/A       Instrument-       0         Last 90 Days-      10

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON HER 1ST SOLO FLT. SHE SAID THAT DURING A LANDING, SHE FLARED TOO HI & THE ACFT BOUNCED. A
PORPOISE DEVELOPED & THE NOSE GEAR FAILED. ABOUT 11 MI SOUTHEAST AT THE LAMBERT-ST LOUIS ARPT, THE 1048 CDT WIND WAS
FROM 240 DEG AT 12 KTS.

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Brief of Accident (Continued)

File No. - 436 6/23/85 ST. CHARLES,MO A/C Reg. No. N67509 Time (Lcl) - 1130 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

File No. - 453 6/27/85 MARYVILLE,MO A/C Reg. No. N3621X Time (Lcl) - 1735 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - AERO COMMANDER 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4
Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COLUMBUS,NE
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
RANKIN
Runway Ident - 34
Runway Lth/Wid - 2000/ 100
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 19
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 192
Make/Model- 150
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

----Narrative----

THE PLT SLOWED THE AIRSPEED ON FINAL APCH & THE ACFT STALLED. SUBSEQUENTLY, THE ACFT IMPACTED ON THE RWY & WAS DAMAGED BEYOND ECONOMICAL REPAIR. THE PLT STATED THAT HE DID NOT HEAR THE STALL WARNING SYS; HOWEVER, IT OPERATED NORMALLY DURING A POST-CRASH CHECK.

Brief of Accident (Continued)

File No. - 453 6/27/85 MARYVILLE,MO A/C Reg. No. N3621X Time (Lcl) - 1735 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 429 4/03/85 PRENTISS,MS A/C Reg. No. N4884Q Time (Lcl) - 0730 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BRANDON,MS
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 8000
Make/Model - 4000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THERE WAS NO WIND AS THE PLT TOOK OFF TO PROCEED TO AN AG SITE; HOWEVER, BY THE TIME HE ARRIVED, THE WIND HAD BEGUN TO BLOW. REPORTEDLY, HE LANDED DOWNWIND ON A RURAL ROAD IN WINDS THAT WERE FROM THE SOUTHWEST AT 10 GUSTING TO 15 KTS. THE PLT STATED THAT HE ENCOUNTERED A GUST OF WIND AS HE TOUCHED DOWN & LOST CONTROL. THE ACFT THEN WENT IN A DITCH & HIT A BANK.

File No. - 429 4/03/85 PRENTISS,MS A/C Reg. No. N4884Q Time (Lcl) - 0730 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - DITCH
7. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,6,7

Brief of Accident

File No. - 544 6/27/85 MARKS,MS A/C Reg. No. N49050 Time (Lcl) - 1415 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	1	0	0

----Aircraft Information----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - COMPANY
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 090/003 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 450 FT
Lowest Ceiling - 450 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 188B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 4062
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 109
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT WHILE HE WAS ON AN AERIAL APPLICATION FLT, A RAIN STORM SUDDENLY BEGAN & FORCED HIM TO QUICKLY RETURN & LAND. HE REPORTED THAT THE RAIN WAS SO HEAVY THAT HE COULD ONLY SEE STRAIGHT DOWN. HE CONTACTED HIS GROUND CREW & ASKED THEM TO HELP (TALK) HIM DOWN ONTO A ROAD THAT WAS BEING USED AS A LANDING AREA. DURING THE LANDING, THE GROUND CREW SAW A PERSON ON A BICYCLE & TOLD THE PLT TO "PICK UP." THE PLT TRIED TO CLEAR OVER THE CYCLIST, BUT THE ACFT STILL HAD ABOUT 1/2 OF ITS LOAD & WAS TOO SLOW TO CLIMB. THE LEFT WING HIT THE CYCLIST ON THE HEAD & SERIOUSLY INJURED HIM.

Brief of Accident (Continued)

File No. - 544 6/27/85 MARKS,MS A/C Reg. No. N49050 Time (Lcl) - 1415 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - OBSCURATION
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
9. OBJECT - OTHER PERSON
10. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 408   6/02/85   CUT BANK,MT   A/C Reg. No. N2491A   Time (Lcl) - 1430 MDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation - AERIAL APPLICATION
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18-135
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PRIVATE STRIP
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 231
Make/Model- 14
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 23
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PURPOSE OF THE FLT WAS TO CLEAN THE ACFT SPRAY SYS. THE PLT REPORTED THAT HE INITIATED A DOWNHILL/DONWIND TAKEOFF IN WINDS THAT WERE LIGHT, BUT GUSTING. AT LIFT-OFF, THE PLT LOST DIRECTIONAL CONTROL & THE ACFT MUSHED & CRASHED. THE PLT BELIEVED THE ACCIDENT COULD HAVE BEEN AVOIDED BY "HOLDING THE ACFT ON THE GROUND LONGER & MAINTAINING BETTER DIRECTIONAL CONTROL." THE ELEVATION OF THE CRASH SITE WAS ABOUT 4150 FT.

Brief of Accident (Continued)

File No. - 408 6/02/85 CUT BANK,MT A/C Reg. No. N2491A Time (Lcl) - 1430 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. AIRSPEED(VLOF) - NOT ATTAINED -
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 409 6/07/85 CHINOOK,MT A/C Reg. No. N5099C Time (Lcl) - 1435 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - BEECH B35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CHINOOK,MT
Destination
SPEARFISH,SD

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1414
Make/Model- 59
Instrument- 8
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ABOUT 10 MIN AFTER TAKEOFF, THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENG BEGAN SPUTTERING & THEN LOST POWER. THE PLT REPORTED THAT HE MADE A NORMAL TAKEOFF WITH THE COWL FLAPS OPEN & THE MIXTURE RICH. AFTER CLIMBING ABOUT 1100 FT (TO 3500 FT MSL), HE CLOSED THE COWL FLAPS & LEANED THE MIXTURE SLIGHTLY. ABOUT 2 TO 3 MIN LATER, THE ENG BEGAN SPUTTERING. THE PLT OBSERVED THE OIL TEMP RISING. HE SAID HE OPENED THE COWL FLAPS, TURNED ON THE CARB HEAT, CHANGED THE FUEL SEL & CHECKED THE MAGNETOS. THE ENG LOST ALL POWER & THE PLT ATTEMPTED TO LAND ON A ROAD. HOWEVER, HE MANEUVERED TO AVOID POWER LINES THEN ELECTED TO LAND IN A FIELD. DURING THE APCH TO LAND, THE ACFT HIT A FENCE & WAS DAMAGED. A LACK OF FUEL WAS NOTED IN THE FUEL LINE LEADING TO THE CARBURETOR. THE ACFT HAD BEEN REFUELED WITH 37 GAL OF UNLEADED AUTOMOTIVE FUEL. THE AIR TEMP WAS REPORTED AS 85 DEG. NO PRE-ACCIDENT PROBLEM WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF POWER, VAPOR LOCK OR OTHER ENG/FUEL SYS PROBLEM. THE WOBBLE PUMP WAS NOT USED WHILE ATTEMPTING TO RESTORE PWR.

Brief of Accident (Continued)

File No. - 409 6/07/85 CHINOOK,MT A/C Reg. No. N5099C Time (Lcl) - 1435 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5

Brief of Accident

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     File No. - 531       2/22/85    MORRISVILLE,NC             A/C Reg. No. N5275U            Time (Lcl) - 1051 EST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal   Serious    Minor     None
    Type of Operation           -TEST FLT                     Fire                 Crew     1        0         0         0
    Flight Conducted Under      -14 CFR 91                     NONE                Pass     0        0         0         0
    Accident Occurred During    -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - MCCLELLAN J. GROTE DRAGONFLY   Eng Make/Model - VOLKSWAGON 60-2DM/1834CC  ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt  -      982                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -        2                       Rated Power    -     60 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                         SAME AS ACC/INC
      Completeness    - N/A                      Destination                             Airport Data
    Basic Weather     - VMC                         LOCAL                                   RALEIGH/DURHAM
      Wind Dir/Speed- 210/010 KTS                                                           Runway Ident      - 23
      Visibility      -    12.0    SM            ATC/Airspace                               Runway Lth/Wid    -  7500/  150
      Lowest Sky/Clouds  -       THIN BKN          Type of Flight Plan  - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE                Type of Clearance    - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation          - NONE                                       FULL STOP
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      48                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        ATP                                   Current         - YES       Total       -   11819        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since    -  7        Make/Model-        2          Last 30 Days- UNK/NR
        HELICOPTER                            Aircraft Type - UNK/NR      Instrument- UNK/NR            Last 90 Days-    30
                                                                          Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
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----Narrative----
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THE OWNER/BUILDER HAD PREPARED THE ACFT FOR ITS 1ST FLT. THIS PREPARATION INCLUDED HIGH SPEED TAXI TESTS, A BRAKE LINE REPAIR & ENG ADJUSTMENTS. TWO 17.6 LB BARBELL WEIGHTS WERE TIED TO THE WING LIFT BULKHEAD WITH 5/16 INCH HEMP ROPE FOR PURPOSES OF WEIGHT & BALANCE. A DECISION WAS MADE FOR THE OWNER'S FATHER, AN EXPERIENCED PLT, TO FLY THE INITIAL TEST FLT. THE PLT MADE A HIGH SPEED RUN WITH AN OPTION TO TAKEOFF & ABORTED WHEN THE ENG DEVELOPED A MISS. HE THEN PERFORMED A SATISFACTORY RUN-UP & TOOK OFF ON THE NEXT ATTEMPT. AFTER TAKING OFF, THE PLT REMAINED IN THE TRAFFIC PATTERN & TURNED ONTO A DOWNWIND FOR RWY 23. THE ACFT THEN NOSED OVER & CRASHED IN A NEAR VERTICAL DESCENT. AN EXAM OF THE FLT CONTROL SYS REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION. ALL FRACTURES SHOWED EVIDENCE OF OVERLOAD FAILURE. THE BALLAST WEIGHTS WERE NOT SECURED IN ACCORDANCE WITH NORMAL AERONAUTICAL PRACTICES. THERE WAS EVIDENCE THAT THEY COULD HAVE COME LOOSE & JAMMED THE FLT CONTROLS OR SHIFTED THE CG.

Brief of Accident (Continued)

File No. - 531   2/22/85   MORRISVILLE,NC   A/C Reg. No. N5275U   Time (Lcl) - 1051 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. MISC EQPT/FURNISHINGS - IMPROPER
2. MAINTENANCE,INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. MISC EQPT/FURNISHINGS - LOOSE
5. AIRCRAFT HANDLING - NOT MAINTAINED -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 491 4/04/85 CONCORD,NC A/C Reg. No. N1071U Time (Lcl) - 1410 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

----Aircraft Information----

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C1E6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/016 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COLUMBIA,SC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
PROPST
Runway Ident - 04
Runway Lth/Wid - 3400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1630
Make/Model- 747
Instrument- 467
Multi-Eng - 981

Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 148

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT THE PVT ARPT AT THE DESTINATION HAD A UNIDIRECTIONAL STRIP WITH HI OBSTRUCTIONS ON BOTH ENDS. OBSTACLES, RWY SLOPE & NOISE ABATEMENT CONSIDERATIONS REQUIRED THAT RWY 4 BE USED FOR LANDINGS. AT 1351 EST, THE WIND AT CHARLOTTE, NC WAS FROM 220 DEG AT 16 GUSTING 27 KTS DURING ARRIVAL AT CONCORD, THE FINAL APCH WAS FLOWN AT 100 MPH. A WITNESS REPORTED THAT THE ACFT TOUCHED DOWN ABOUT 1350 FT FROM THE APCH END, THEN BOUNCED 2 OR 3 TIMES. THE PLT WAS UNABLE TO STOP ON THE RWY & INTENTIONALLY GROUND LOOPED THE ACFT AFTER TRAVELING BEYOND THE DEPARTURE END. HE STATED THAT THE LEFT BRAKE WAS NOT WORKING SUFFICIENTLY & HE USED RUDDER & DIFFERENTIAL POWER FOR DIRECTIONAL CONTROL. SKID MARKS WERE FOUND STARTING ABOUT 2000 FT FROM THE APCH END OF THE RWY. STOPPING DISTANCE FOR THE CONDITIONS WAS CALCULATED TO BE 2711 FT; THE ACFT HAD TOUCHED DOWN WITH ABOUT 2050 FT REMAINING. WHEN CHECKED AFTER THE ACCIDENT, THE BRAKE PEDALS FELT SPONGY. THE LEFT BRAKE PAD WAS DISCOLORED BLUE.

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      File No. - 491       4/04/85    CONCORD,NC                 A/C Reg. No. N1071U            Time (Lcl) - 1410 EST
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Occurrence #1          OVERRUN
Phase of Operation     LANDING - ROLL

Finding(s)
   1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
   2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
   3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
   4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
   5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
   6. WEATHER CONDITION - TAILWIND
   7. WEATHER CONDITION - HIGH WIND
   8. WEATHER CONDITION - GUSTS
   9. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  10. DISTANCE - MISJUDGED - PILOT IN COMMAND
  11. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  12. GO-AROUND - NOT PERFORMED -
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          MAIN GEAR COLLAPSED
Phase of Operation     LANDING

Finding(s)
  13. LANDING GEAR,MAIN GEAR - OVERLOAD
  14.    GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,9,10,11

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,8
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Brief of Accident

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     File No. - 582       5/27/85    HICKORY,NC                    A/C Reg. No. N2378M            Time (Lcl) - 1007 EDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                    Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                   Pass     0        0        0        1
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-12                     Eng Make/Model  - LYCOMING O-235-C           ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines  -  1                            Stall Warning System - YES
     Max Gross Wt   -    1625                         Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       3                         Rated Power     -     100 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                      ON AIRPORT
       Method         - N/A                             GREENSBORO,NC
       Completeness   - N/A                          Destination                             Airport Data
     Basic Weather    - VMC                             SAME AS ACC/INC                         HICKORY MUNI
       Wind Dir/Speed- 330/005 KTS                                                              Runway Ident      - 29
       Visibility     -    15.0   SM                ATC/Airspace                                Runway Lth/Wid    -  2705/  150
       Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE                   Type of Clearance   - VFR                 Runway Status     - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                         FULL STOP
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     41              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                       Flight Time (Hours)
         PRIVATE                                 Current         - YES        Total      -     320          Last 24 Hrs -     1
         SE LAND                                 Months Since  -   1          Make/Model-        5          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR       Instrument-        0          Last 90 Days-      9


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE LANDING ROLL, THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT GROUND LOOPED & RAN OFF THE RWY. THE PLT
REPORTED THAT THE LEFT TIRE WENT FLAT, THE LEFT GEAR COLLAPSED & THE LEFT WING WAS DAMAGED.

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File No. - 582 5/27/85 HICKORY,NC A/C Reg. No. N2378M Time (Lcl) - 1007 EDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED -
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. -  575       6/25/85    MT. AIRY,NC                     A/C Reg. No. N2395G            Time (Lcl) - 1315 EDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                  Fire                     Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                   Pass     0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112          Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3600                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power     -     112 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
      Method          - N/A                        MT. AIRY,NC
      Completeness    - N/A                     Destination                                Airport Data
    Basic Weather     - IMC                        MT AIRY,NC                                 MT. AIRY
      Wind Dir/Speed- 070/010 KTS                                                             Runway Ident      - N/A
      Visibility    -     5.0   SM             ATC/Airspace                                   Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - VFR                  Runway Surface    - N/A
      Lowest Ceiling         - 25000 FT OVERCAST   Type of Clearance    - NONE                Runway Status     - N/A
      Obstructions to Vision- HAZE                 Type Apch/Lndg       - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     21          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       STUDENT                                 Current       - N/A       Total      -     60         Last 24 Hrs -      5
                                               Months Since  - N/A       Make/Model-      60         Last 30 Days- UNK/NR
                                               Aircraft Type - N/A       Instrument-       0         Last 90 Days-     60


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE NEARING COMPLETION OF A SOLO X-COUNTRY FLT, THE ENG QUIT. THE STUDENT PLT SELECTED AN OPEN AREA, BUT OVERSHOT
THE INTENDED TOUCHDOWN POINT & THE ACFT CRASHED IN THE BACKYARD OF A SINGLE FAMILY DWELLING. AN INVESTIGATION FAILED
TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. ONLY ABOUT 3 QTS OF FUEL WAS REMAINING IN THE LEFT TANK. THE RIGHT
TANK WAS DAMAGED, SO THE AMOUNT OF FUEL IN THAT TANK COULD NOT BE VERIFIED. ACCORDING TO THE ARPT MANAGER, THE ACFT
SHOULD HAVE HAD AN ENDURANCE OF 5 HRS AT NORMAL POWER. THE ACFT CRASHED ABOUT 4.3 HRS AFTER TAKEOFF.

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File No. - 575 6/25/85 MT. AIRY,NC A/C Reg. No. N2395G Time (Lcl) - 1315 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. FLUID,FUEL - STARVATION
2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 402   6/02/85   MICHIGAN,ND   A/C Reg. No. N3569G   Time (Lcl) - 1630 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - OTHER WORK USE
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - INTERMOUNTAIN CALLAIR A-9
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3000
No. of Seats - 1

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PRIVATE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 49
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - UNK/NR
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT ELECTED TO FLY THE NEWLY PURCHASED ACFT AROUND THE AIRSTRIP TO TEST THE SPRAY SYS. SHORTLY AFTER TAKING OFF, THE ENG STOPPED RUNNING WHILE THE ACFT WAS OVER A SLOUGH. THE PLT WAS UNABLE TO GLIDE THE ACFT TO SUITABLE TERRAIN, & SUBSEQUENTLY, THE ACFT NOSED OVER DURING A LANDING IN AN AREA OF MUD & WATER. THE PLT REPORTED THAT THE ENG HAD STOPPED AFTER THE FUEL LOW PRESSURE LIGHT HAD ILLUMINATED. IN AN INTERVIEW, HE SAID THE FUEL TANKS WERE 1/4 FULL. LATER, HE ESTIMATED THERE WAS 10 TO 12 GAL ON BOARD. NO FREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT DID NOT POSSESS A CURRENT MEDICAL OR PLT CERTIFICATE.

Brief of Accident (Continued)

File No. - 402 6/02/85 MICHIGAN,ND A/C Reg. No. N3569G Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7

National Transportation Safety Board
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Brief of Accident

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     File No. - 528        6/14/85    LEONARD,ND                 A/C Reg. No. N4733Y            Time (Lcl) - 2000 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT            Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal     Serious    Minor      None
    Type of Operation           -AERIAL APPLICATION             Fire                   Crew      0          0         0          1
    Flight Conducted Under      -14 CFR 137                      NONE                  Pass      0          0         0          0
    Accident Occurred During    -MANEUVERING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-25                    Eng Make/Model - LYCOMING O-320            ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3300                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                        Rated Power     -      150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                             Airport Data
    Basic Weather    - VMC                           LOCAL
      Wind Dir/Speed- UNK/NR                                                                Runway Ident      - N/A
      Visibility     -    20.0   SM               ATC/Airspace                              Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      CLEAR               Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age - UNK/NR               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL                               Current         - UNK/NR    Total       -     625        Last 24 Hrs - UNK/NR
       SE LAND                                  Months Since    - UNK/NR    Make/Model-      325        Last 30 Days- UNK/NR
                                                Aircraft Type   - UNK/NR    Instrument- UNK/NR          Last 90 Days-     25
                                                                            Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AERIAL SPRAY OPERATION, THE PLT RETURNED TO A FIELD WITH HIS 2ND CHEMICAL LOAD. AS HE DESCENDED OVER
TREES TO BEGIN A SWATH RUN, HE BEGAN A FLARE, BUT THE ACFT CONTINUED DESCENDING & IMPACTED THE GROUND. THE RIGHT
LANDING GEAR WAS TORN OFF & THE RIGHT LONGERON WAS BENT.

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Brief of Accident (Continued)

File No. - 528 6/14/85 LEONARD,ND A/C Reg. No. N4733Y Time (Lcl) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. TERRAIN CONDITION - CROP
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. FLARE - DELAYED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

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File No. - 448       6/19/85    YORK,NE                    A/C Reg. No. N92253            Time (Lcl) - 1945 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Demage                    Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                 Crew    0        0        1        0
     Flight Conducted Under     -14 CFR 91                      NONE                Pass    0        0        0        0
     Accident Occurred During   -TAXI
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER J3C-65                 Eng Make/Model - CONTINENTAL A-65          ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1220                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                       Rated Power    -       65 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
       Method         - N/A                           SAME AS ACC/INC
       Completeness   - N/A                        Destination                             Airport Data
     Basic Weather    - VMC                           LOCAL                                   YORK MUNI
       Wind Dir/Speed- 140/006 KTS                                                            Runway Ident      - 35
       Visibility    -    15.0   SM               ATC/Airspace                                Runway Lth/Wid    -  4100/   75
       Lowest Sky/Clouds  -    30000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - GRAVEL
       Lowest Ceiling         - NONE               Type of Clearance    - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg       - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      40              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total        -    1402       Last 24 Hrs -       5
         SE LAND                                 Months Since   - 19        Make/Model-         12       Last 30 Days- UNK/NR
                                                 Aircraft Type  - PA-28R    Instrument-          4       Last 90 Days-      33


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE HAD COMPLETED A LANDING & HAD COME TO A NEAR STOP, THEN HE APPLIED POWER & WAS ON THE BRAKES
FOR CONTROL. HE STATED THAT THE LEFT BRAKE LOCKED & THE ACFT WENT OFF THE RWY INTO HI WEEDS & ROUGH TERRAIN. THERE
WAS NO DAMAGE DUE TO VEERING OFF THE RWY. HOWEVER, WHEN THE PLT APPLIED POWER & ATTEMPTED TO GET BACK ON THE RWY,
THE ACFT PITCHED SIDEWAYS & WAS DAMAGED. NO PREIMPACT PART FAILURE OF MALFUNCTION WAS SUBSTANTIATED.

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File No. - 443 6/19/85 YORK,NE A/C Reg. No. N92253 Time (Lcl) - 1945 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

```
    File No. - 549       2/03/85    MANVILLE,NJ                A/C Reg. No. N91636             Time (Lcl) - 1500 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                      Fire                 Crew     0         1         0       0
     Flight Conducted Under     -14 CFR 91                      NONE                Pass     0         0         0       0
     Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182N                   Eng Make/Model - CONTINENTAL O-470-R13    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2950                        Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -     4                         Rated Power     -      230 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      ON AIRPORT
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                         Destination                              Airport Data
     Basic Weather    - VMC                            LOCAL                                   KUPPER
       Wind Dir/Speed- 300/005 KTS                                                             Runway Ident     - 25
       Visibility     -   30.0   SM                ATC/Airspace                                Runway Lth/Wid   -  3300/   50
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                 Type of Clearance    - NONE               Runway Status    - ICE COVERED
       Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     44          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total       -    400          Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  -  7         Make/Model-    400          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days-     25
                                                                           Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE PREFLIGHTED THE ACFT, MADE A NORMAL RUN-UP & TOOK OFF ON RWY 25 WHICH HAD "SOME ICE."
SHORTLY AFTER LIFT-OFF, THE ACFT STALLED & CRASHED. WITNESSES STATED THAT THERE WAS SUBSTANTIAL ICE ON TOP OF THE
WINGS.

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Brief of Accident (Continued)

File No. - 549 2/03/85 MANVILLE,NJ A/C Reg. No. N91636 Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WING - ICE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - DETERIORATED
4. AIRSPEED(VS) - NOT ATTAINED -
5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
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Brief of Accident

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     File No. - 558       2/24/85    MEDFORD,NJ                  A/C Reg. No. N1966X          Time (Lcl) - 1115 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation           -PERSONAL                   Fire                  Crew     0         0         0       1
    Flight Conducted Under      -14 CFR 91                   NONE                 Pass     0         0         0       3
    Accident Occurred During    -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 182              Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt    -   2800                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                  Rated Power    -    230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                   OFF AIRPORT/STRIP
      Method          - TELEPHONE                 ISLIP,NY
      Completeness    - WEATHER NOT PERTINENT   Destination                          Airport Data
    Basic Weather     - VMC                       SAME AS ACC/INC                      FLYING W
      Wind Dir/Speed- 200/015 KTS                                                      Runway Ident     - 19
      Visibility     -     6.0   SM           ATC/Airspace                             Runway Lth/Wid   -  3500
      Lowest Sky/Clouds  -     UNK/NR           Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling          - 25000 FT        Type of Clearance   - VFR              Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     51          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                Current        - YES      Total      -    200       Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - UNK/NR   Make/Model-     47       Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-      0       Last 90 Days-      7


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
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ACCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT TO SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH END OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A GO-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB, THE ACFT IMPACTED THE TOPS OF TREES & CRASHED. ACCORDING TO THE PLT, THE WIND WAS FROM 200 DEGS AT 15 GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 558 2/24/85 MEDFORD,NJ A/C Reg. No. N1966X Time (Lcl) - 1115 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - GUST
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

Brief of Accident

File No. - 512 3/09/85 COLTS NECK,NJ A/C Reg. No. N2558Z Time (Lcl) - 1140 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -GLIDER TOW
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 8GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
COLTS NECK
Runway Ident - 25
Runway Lth/Wid - 2569/ 125
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP,CFI
SE LAND,ME LAND
GLIDER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11649
Make/Model- 50
Instrument- 999
Multi-Eng - 8705

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT RETURNED TO THE ARPT AFTER A GLIDER TOW FLT TO LAND. DURING A 3-POINT TOUCHDOWN, THE ACFT HIT A RUT & BOUNCED IN THE AIR. THE PLT RECOVERED & MADE ANOTHER 3-POINT TOUCHDOWN, THEN HEARD A "LOUD CRACK" & SAW THE RIGHT MAIN GEAR SEPARATE. HE STATED THAT BOTH TOUCHDOWNS WERE SMOOTH. AN EXAM REVEALED THE RIGHT MAIN GEAR HAD FAILED NEAR A U-BOLT ATTACH POINT.

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File No. -  512      3/09/85    COLTS NECK,NJ              A/C Reg. No. N2558Z              Time (Lcl) - 1140 EST
------------------------------------------------------------------------------------------------------------------

Occurrence              MAIN GEAR COLLAPSED
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
  2. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 514        3/09/85    ANDOVER,NJ                A/C Reg. No. N81385            Time (Lcl) - 1400 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                   Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - FAIRCHILD 24W-46         Eng Make/Model - JACOBS L-4-MB          ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                   Number Engines -  1                        Stall Warning System - UNK/NR
    Max Gross Wt   -    2562                  Engine Type     - UNK/NR
    No. of Seats   -       4                  Rated Power     - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
      Method          - N/A                       SAME AS ACC/INC
      Completeness    - N/A                    Destination                            Airport Data
    Basic Weather     - VMC                      LOCAL                                  AEROFLEX
      Wind Dir/Speed- 300/012 KTS                                                       Runway Ident      21
      Visibility      - UNK/NR                 ATC/Airspace                              Runway Lth/Wid  -  2004/   50
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE              Runway Surface  - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance   - VFR               Runway Status   - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      62           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES          Total      -     966         Last 24 Hrs - UNK/NR
        SE LAND,SE SEA                          Months Since   -  4           Make/Model-        4         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR        Instrument-        0         Last 90 Days-       6

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT THE WIND WAS FROM 300 DEG AT 12 GUSTING 20 KTS. WHILE ON FINAL APCH TO LAND, THE ACFT
ENCOUNTERED A GUST & SETTLED PREMATURELY. IT DRIFTED TO THE LEFT & THE LEFT WHEEL ENTERED A GRASSY AREA. THE PLT
INITIATED CORRECTIVE ACTION, THEN THE ACFT VEERED RIGHT, HIT A SNOWBANK & WAS DAMAGED.
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     File No. - 514      3/09/85    ANDOVER,NJ                 A/C Reg. No. N81385            Time (Lcl) - 1400 EST
---------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - UNCONTROLLED -
  6.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL

Finding(s)
  7. TERRAIN CONDITION - SNOWBANK
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6,7
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 599 5/20/85 CLOVIS,NM A/C Reg. No. N50011 Time (Lcl) - 1000 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CLOVIS MUNI
Runway Ident - 04
Runway Lth/Wid - 6200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 8000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 125
Rotorcraft - UNK/NR

----Narrative----

THE OWNER OF THE ACFT HAD NOT FLOWN RECENTLY, SO HE GOT AN INSTRUCTOR PLT (CFI) TO ACCOMPANY HIM. THE OWNER PREFLIGHTED THE ACFT, DID A NORMAL RUN-UP & INITIATED A TAKEOFF. SHORTLY AFTER LIFT-OFF, THE ENG BEGAN TO INTERMITTENTLY RUN ROUGH. IT THEN QUIT ALTOGETHER & A FORCED LANDING WAS MADE IN AN OPEN MUDDY FIELD. WHEN THE NOSEWHEEL WAS LOWERED TO THE GROUND, THE ACFT NOSED OVER. AN EXAM OF THE ACFT & ENG REVEALED THAT THE FUEL SHUT-OFF HANDLE WAS IN THE "OFF" POSITION. BOTH PLTS REPORTED THAT THEY HAD NOT TOUCHED THE FUEL SHUT-OFF HANDLE EITHER DURING OR AFTER THE FLT.

Brief of Accident (Continued)

File No. - 599   5/20/85   CLOVIS,NM   A/C Reg. No N50011   Time (Lcl) - 1000 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB
1. FUEL SYSTEM,FUEL SHUTOFF - SWITCHED OFF
2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
5. EMERGENCY PROCEDURE - IMPROPER - DUAL STUDENT
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
7. FUEL TANK SELECTOR POSITION - NOT CORRECTED -

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
8. TERRAIN CONDITION - OPEN FIELD
9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 403        6/08/85    ALBUQUERQUE,NM              A/C Reg. No. N2669K              Time (Lcl) - 0745 MDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation           -PERSONAL                        Fire                  Crew      0        0        0        1
    Flight Conducted Under      -14 CFR 91                        NONE                 Pass      0        0        0        0
    Accident Occurred During    -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LUSCOMBE 8E                 Eng Make/Model - CONTINENTAL 85              ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                              Stall Warning System - YES
    Max Gross Wt   -    1400                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -      85 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING        Last Departure Point                      ON AIRPORT
      Method          - N/A                            SAME AS ACC/INC
      Completeness    - N/A                        Destination                               Airport Data
    Basic Weather     - VMC                            LOCAL                                   ALAMEDA
      Wind Dir/Speed- 330/005 KTS                                                              Runway Ident     - 35
      Visibility    -    50.0   SM                 ATC/Airspace                                Runway Lth/Wid   -  6080/   80
      Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE                 Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg      - TOUCH AND GO
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     55           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                    Current        - YES        Total      -     700         Last 24 Hrs - UNK/NR
        SE LAND                                    Months Since   - 23         Make/Model-     300         Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR     Instrument- UNK/NR          Last 90 Days-      4
                                                                               Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - UNK/NR
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PLT REPORTED THAT DURING A NORMAL LANDING, THE RIGHT MAIN GEAR FOLDED BACK, FOLLOWED BY COLLAPSE OF THE LEFT MAIN GEAR. AN EXAM REVEALED EVIDENCE OF FATIGUE FAILURE OF A CLEVIS BOLT IN THE THREADED AREA.

Brief of Accident (Continued)

File No. - 403 6/08/85 ALBUQUERQUE,NM A/C Reg. No. N2669K Time (Lcl) - 0745 MDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,MAIN GEAR - FATIGUE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 600 6/09/85 LOS ALMOS,NM A/C Reg. No. N8651C Time (Lcl) - 1718 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/016 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OKMULGEE,OK
Destination
LOS ALMOS,NM

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data
LOS ALAMOS
Runway Ident - 27
Runway Lth/Wid - 5527/ 130
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 670
Make/Model- 191
Instrument- 66
Last 24 Hrs - 9
Last 30 Days- UNK/NR
Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP A MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE REPORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT TO THE RIGHT OF CENTERLINE. THE PLT SAID HE ATTEMPTED TO MAKE A GO-AROUND. HOWEVER, THE ACFT IMPACTED THE GROUND ADJACENT TO THE RWY & SKIDDED 200 FT BEFORE COMING TO REST. THE ARPT ELEVATION WAS 7173 FT.

File No. - 600 6/09/85 LOS ALMOS.NM A/C Reg. No. N8651C Time (Lcl) - 1718 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED(VREF) - INADEQUATE -
6. LOWERING OF FLAPS - EXCESSIVE -
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
9. WEATHER CONDITION - HIGH DENSITY ALTITUDE
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 410 6/14/85 SUNSPOT,NM A/C Reg. No. N4[illegible]22 Time (Lcl) - 0855 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ALAMOGORDO,NM
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - T-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	282	Last 24 Hrs -	3
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	48
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS FLYING IN THE VALLEYS OF MOUNTAINOUS TERRAIN. HE ELECTED TO FLY TO THE LEFT AROUND WHAT APPEARED TO BE A SMALL HILL, BUT WAS ACTUALLY PART OF A RIDGE LINE. SUBSEQUENTLY, THE ACFT ENTERED A "DRAW" & WOULD NOT OUT-CLIMB RISING TERRAIN. THE ACFT BEGAN MUSHING, SO THE PLT LOWERED THE NOSE, SELECTED 10 DEG OF FLAPS & TRIED TO LAND IN A RELATIVELY FLAT AREA. HOWEVER, THE ACFT PITCHED FORWARD & IMPACTED THE GROUND AT A 45 DEG ANGLE WHILE AT A SPEED OF APRX 45 TO 50 KTS. THE ELEVATION OF THE CRASH SITE WAS ABOUT 8500 FT.

Brief of Accident (Continued)

File No. - 410 6/14/85 SUNSPOT,NM A/C Reg. No. N47822 Time (Lcl) - 0855 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - RISING
5. PROPER CLIMB RATE - NOT POSSIBLE -
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
8. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 412 6/17/85 CLOVIS,NM A/C Reg. No. N2312U Time (Lcl) - 0930 MDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation - AERIAL APPLICATION
Flight Conducted Under - 14 CFR 137
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AIRTRACTOR AT-301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - P&W R-1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 LBS THRUST

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 360/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	8903	Last 24 Hrs -	5
Make/Model -	150	Last 30 Days -	UNK/NR
Instrument -	153	Last 90 Days -	300
Multi-Eng -	250	Rotorcraft -	150

Instrument Rating(s) - AIRPLANE

----Narrative----

AS THE PLT WAS PULLING UP OVER A POWER LINE AT THE END OF A SPRAY RUN, THE ENG LOST POWER & SMOKE BEGAN COMING FROM THE RIGHT SIDE OF THE ENG. THE PLT TURNED TO LAND IN A FIELD, BUT WAS UNABLE TO ALIGN THE ACFT WITH FORROWS. DURING A FORCED LANDING, THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE #4 CYLINDER EXHAUST ROCKER ARM SHAFT WAS MISSING.

Brief of Accident (Continued)

File No. - 412   6/17/85   CLOVIS,NM   A/C Reg. No. N2312U   Time (Lcl) - 0930 MDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. ENGINE ASSEMBLY,OTHER - DISCONNECTED

Occurrence #2   FORCED LANDING
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3   NOSE OVER
Phase of Operation   LANDING

Finding(s)
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 462 4/02/85 SMITH,NV A/C Reg. No. N6923X Time (Lcl) - 1655 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 18000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WELLINGTON,NV
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 172B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMI

Flight Time (Hours)

Total -	600	Last 24 Hrs -	1
Make/Model-	566	Last 30 Days-	4
Instrument-	4	Last 90 Days-	8
		Rotorcraft -	17

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO WITNESSES, THE PLT MADE MULTIPLE PASSES OVER HIS RESIDENCE AT LOW ALT. THE WITNESSES OBSERVED THE ACFT IN VARIOUS MANEUVERS AT LOW ALT. ONE MANEUVER WAS DESCRIBED AS A PULL-UP FROM ABOUT 100 FT TO APRX 600 FT, WHERE THE ACFT WENT INTO A WINGOVER OR HAMMERHEAD STALL. SUBSEQUENTLY, WHILE MANEUVERING, THE ACFT IMPACTED THE GROUND IN A STEEP NOSE DOWN, SLIGHTLY LEFT BANK ATTITUDE WHILE ON A HEADING OF 125 DEGS. INITIAL GROUND IMPACT WAS APRX 94 FT EAST OF A SET OF POWER LINES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 462 4/02/85 SMITH,NV A/C Reg. No. N6923X Time (Lcl) - 1655 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION
6. MANEUVER - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - GROUND
8. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

Brief of Accident

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     File No. -  485       5/01/85   BOULDER CITY,NV            A/C Reg. No. N2518D           Time (Lcl) - 1600 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                        Fire                   Crew     0        0        0        1
    Flight Conducted Under   -14 CFR 91                        NONE                  Pass     0        0        0        0
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 170B                Eng Make/Model - CONTINENTAL O-300-C      ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2200                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power    -     145 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing     - NWS                         Last Departure Point                    ON AIRPORT
      Method        - UNK/NR                        HESPERIA,CA
      Completeness  - FULL                        Destination                           Airport Data
    Basic Weather   - VMC                           SAME AS ACC/INC                       BOULDER CITY
      Wind Dir/Speed- 210/010 KTS                                                         Runway Ident      - 03
      Visibility    -    50.0   SM              ATC/Airspace                              Runway Lth/Wid    -  3100/  100
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     44           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current        - YES     Total       -    676        Last 24 Hrs -       4
        SE LAND                                Months Since   - 17      Make/Model-       13        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR   Instrument-       92        Last 90 Days-      19

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL, A PERSON ANSWERING THE UNICOM REPORTED THAT RWY 3 WAS THE ACTIVE RWY & THAT THE WIND WAS 10 KTS.
THE PLT MADE A WHEEL LANDING ON RWY 3 IN WINDS THAT WERE FROM 210 DEG AT 10 KTS. HE STATED THAT WHEN THE TAILWHEEL
CAME DOWN DURING THE LANDING ROLL, THE ACFT WAS BLOWN TOWARD THE LEFT. AFTER VEERING LEFT, THE ACFT COLLIDED WITH
A TIED DOWN GLIDER & WENT INTO A 4 FT DEEP DITCH. SEVERAL PERSONS NOTED THAT THERE WERE DUST DEVILS ON THE ARPT AT
OR NEAR THE TIME OF THE ACCIDENT.

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File No. - 485 5/01/85 BOULDER CITY,NV A/C Reg. No. N2518D Time (Lcl) - 1600 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED -

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
6. DIRECTIONAL CONTROL - NOT MAINTAINED -
7. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
8. OBJECT - AIRCRAFT PARKED

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
9. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 556       2/24/85    HUDSON,NY                   A/C Reg. No. N757BS            Time (Lcl) - 0240 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                    Fatal  Serious  Minor   None
    Type of Operation           -PERSONAL                      Fire                    Crew      0       0       0       1
    Flight Conducted Under      -14 CFR 91                      NONE                   Pass      0       0       0       1
    Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 152                Eng Make/Model - LYCOMING O-235-L2CC       ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - UNK/NR
    Max Gross Wt    -   1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -     2                     Rated Power    -    110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
      Method         - N/A                         ATLANTIC CITY,NJ
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                          COLUMBIA
      Wind Dir/Speed- 250/020 KTS                                                          Runway Ident     - 21
      Visibility     -    10.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  4200/   75
      Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - UNK/NR            Type of Clearance   - NONE                  Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - NIGHT(BRIGHT)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -    43          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current       - YES       Total       -   466       Last 24 Hrs -     15
        SE LAND                                 Months Since  - 13        Make/Model-    369       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      5       Last 90 Days-     39


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE, THE PLT ENCOUNTERED STRONG, GUSTY WINDS & MODERATE TO SEVERE TURBULENCE. AFTER ARRIVING AT THE
DESTINATION ARPT, HE MADE 3 APPROACHES TO RWY 21. HE STATED THAT WIND SHEAR CAUSED UP & DOWNDRAFTS & THAT THE ACFT
HIT THE RWY HARD & BALLOONED. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD AGAIN & THE NOSE GEAR COLLAPSED. THE PLT
REPORTED THAT THE WIND WAS FROM 250 TO 310 DEG AT 20 GUSTING 50 KTS.

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Brief of Accident (Continued)

File No. - 556 2/24/85 HUDSON,NY A/C Reg. No. N757BS Time (Lcl) - 0240 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND
3 WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TURBULENCE
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LIGHT CONDITION - NIGHT
7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 516       3/05/85    UTICA,NY                    A/C Reg. No. N7408S            Time (Lcl) - 2017 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                          Injuries
    Name of Carrier           -BUXMONT AVIATION SERVICE,      SUBSTANTIAL                      Fatal    Serious    Minor     None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO      Fire                      Crew     0         0          0        1
    Flight Conducted Under    -14 CFR 135                     NONE                     Pass     0         0          0        0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - SMITH AEROSTAR 600           Eng Make/Model - LYCOMING IO-540-G1B5     ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - UNK/NR
    Max Gross Wt  -    5500                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  - UNK/NR                       Rated Power    -     290 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
       Method         - N/A                        TETERBORO,NJ
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - IMC                        SAME AS ACC/INC                          ONEIDA CO.
       Wind Dir/Speed- 290/012 KTS                                                          Runway Ident     - 33
       Visibility     -      .500 SM           ATC/Airspace                                 Runway Lth/Wid   -  6000/  150
       Lowest Sky/Clouds  -      500 FT          Type of Flight Plan - VFR                  Runway Surface   - ASPHALT
       Lowest Ceiling     -      500 FT OBSCURED Type of Clearance   - IFR                  Runway Status    - UNK/NR
       Obstructions to Vision- BLOWING SNOW      Type Apch/Lndg      - ILS-COMPLETE
       Precipitation         - SNOW SHOWER
       Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     41           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         ATP,CFI                              Current         - YES     Total      -   2518       Last 24 Hrs -       4
         SE LAND,ME LAND                      Months Since    - 10      Make/Model -    109       Last 30 Days- UNK/NR
                                              Aircraft Type   - UNK/NR  Instrument -    241       Last 90 Days-     108
                                                                        Multi-Eng  -    960

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING AN ILS APCH, HE BROKE OUT & SAW THE ARPT. HOWEVER, HE SAID THAT "LAKE EFFECT" WAS
MOVING IN RAPIDLY. THE WIND WAS REPORTED FROM 290 DEG AT 12 GUSTING 18 KTS. THE PLT ELECTED TO CONTINUE HIS APCH
TO RWY 33 RATHER THAN CIRCLE & LAND ON RWY 27. ABOUT 3 TO 5 SEC INTO THE LANDING ROLL, THE ACFT VEER LEFT & COLLIDED
WITH A SNOWBANK. THE PLT REPORTED THAT THE RWY WAS SLICK  APRX 3 MIN AFTER LANDING, THE WX WAS REPORTED IN PART
AS: 500 FT OBSCURED, VISIBILITY 1/2 MI WITH LIGHT SNOW.

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Brief of Accident (Continued)

File No. - 516   3/05/85   UTICA,NY   A/C Reg. No. N7408S   Time (Lcl) - 2017 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
10. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10

Brief of Accident

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     File No. - 525       3/10/85    WHEATFIELD,NY            A/C Reg. No. N30155            Time (Lcl) - 1500 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               DESTROYED                    Fatal   Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                  Crew     0         1         0         0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0         2         0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 177                 Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt   -    2275                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power    -     150 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                          DANSVILLE,NY
      Completeness  - N/A                        Destination                             Airport Data
    Basic Weather   - VMC                          NIAGARA FALLS,NY
      Wind Dir/Speed- UNK/NR                                                               Runway Ident      - N/A
      Visibility    -   20.0   SM                ATC/Airspace                              Runway Lth/Wid    - N/A
      Lowest Sky/Clouds -     CLEAR                Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     49            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current        - YES       Total      -     665         Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since  -  8         Make/Model-       18         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        0         Last 90 Days-       2


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE STATED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART THE ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT WING STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY DAMAGED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS WERE REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR, SE 77-6.

Brief of Accident (Continued)

File No. - 525 3/10/85 WHEATFIELD,NY A/C Reg. No. N30155 Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED
2. FUEL SYSTEM,VENT - IMPROPER
3. MAINTENANCE,COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY/OPERATOR MGMT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
4. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4,5,6

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                                   Brief of Accident

   File No. - 510       4/12/85    EAST LIVERPOOL,OH         A/C Reg. No. N15JT            Time (Lcl) - 1940 EST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL               Fire               Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                    NONE              Pass     0        0        0       0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150L               Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1600                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power     -      100 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
      Method         - N/A                       NEW PHILADELPHI,OH
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                       BEAVER FALLS,PA                        COLUMBIANA COUNTY
      Wind Dir/Speed- 120/003 KTS                                                     Runway Ident     - 24
      Visibility     -     10.0    SM         ATC/Airspace                              Runway Lth/Wid   -  3500/   75
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling     -                      Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation         - NONE
      Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     36          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
       STUDENT                              Current       - N/A       Total        -      72        Last 24 Hrs -       3
                                            Months Since  - N/A       Make/Model-         72        Last 30 Days- UNK/NR
                                            Aircraft Type - N/A       Instrument-          0        Last 90 Days-       8

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A NIGHT/SOLO X-COUNTRY FLT, THE ENG HAD A PARTIAL LOSS OF POWER. THE STUDENT ATTEMPTED TO MAKE AN EMERGENCY
LANDING AT A NEARBY ARPT, BUT THE RWY LIGHTS WERE NOT ILLUMINATED. AT FIRST, THE STUDENT DID NOT REMEMBER THAT THE
LIGHTS COULD BE CONTROLLED BY KEYING THE RADIO. EVENTUALLY, HE CHANGED THE RADIO TO THE UNICOM FREQ (122.8) & TURNED
ON THE LIGHTS. HE FOUND THAT THE ACFT WAS NOT IN A PROPER POSITION TO LAND, SO HE ELECTED TO LAND AT AN ANGLE TO
THE RWY. DURING THE LANDING, THE ACFT HIT A DITCH & NOSED OVER. A SUBSEQUENT TEARDOWN OF THE ENG REVEALED THAT THE
#4 EXHAUST VALVE WAS STUCK IN THE FULL OPEN POSITION.
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Brief of Accident (Continued)

File No. - 510 4/12/85 EAST LIVERPOOL,OH A/C Reg. No. N15JT Time (Lcl) - 1940 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,VALVE - BINDING(MECHANICAL)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
6.   REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
7.   IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND
8.   IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9

Factor(s) relating to this accident is/are finding(s) 4,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 518   4/22/85   MACEDONIA,OH   A/C Reg. No. N12124   Time (Lcl) - 1410 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 11000 FT
Lowest Ceiling - 11000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WARREN,OH
Destination
ELYRIA,OH

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 102
Make/Model- 8
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

WHILE CRUISING AT 2500 FT MSL, THE ENG DEVELOPED A SEVERE VIBRATION ACCOMPANIED BY A PARTIAL PWR LOSS. THE PLT MADE A FORCED LANDING UPHILL ON AN INCLINED FIELD. HE INITIATED A SHARP LEFT TURN TO AVOID A HOUSE. AT THAT TIME, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #3 EXHAUST VALVE, PN 75068, HAD FAILED.

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                                   Brief of Accident (Continued)

      File No. - 518      [illegible] 2/85    MACEDONIA,OH            A/C Reg. No. N12124            Time (Lcl) - 1410 EST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation     CRUISE

Finding(s)
  1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          ABRUPT MANEUVER
Phase of Operation     LANDING - ROLL

Finding(s)
  2. TERRAIN CONDITION - UPHILL
  3. OBJECT - RESIDENCE
  4.   REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - ROLL

Finding(s)
  6. LANDING GEAR,NOSE GEAR - OVERLOAD
-------------------------------------------------------------------------------------------------------------------------

Occurrence #5          NOSE OVER
Phase of Operation     LANDING - ROLL
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 500 4/23/85 RICHFIELD,OH A/C Reg. No. N87920 Time (Lcl) - 0950 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER J-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
SHOOTZ FIELD
Runway Ident - 27
Runway Lth/Wid - 2200
Runway Surface - GRASS/TURF
Runway Status - SOFT

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1195
Make/Model- 400
Instrument- 113
Multi-Eng - 10
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT MADE A SHORT FIELD TAKEOFF USING APRX 1700 FT OF THE 2200 FT AIRSTRIP. UNABLE TO CLEAR TREES ALONG THE FLT PATH, HE TURNED TO THE RIGHT. HOWEVER, THE ACFT'S WHEEL PANTS CONTACTED A TREE WHILE THE PLANE WAS STILL BANKED TO THE RIGHT & A SLIGHT AMOUNT OF AIRSPEED WAS LOST. THE ACFT THEN BRUSHED TWO MORE TREES, LOST MORE AIRSPEED & CRASHED.

Brief of Accident (Continued)

File No. - 500 4/23/85 RICHFIELD,OH A/C Reg. No. N87920 Time (Lcl) - 0950 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED -
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 540      5/11/85    CONNEAUT,OH                A/C Reg. No. N42454           Time (Lcl) - 1925 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                 Crew    0         0         2         0
     Flight Conducted Under     -14 CFR 91                     NONE                Pass    0         0         0         0
     Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER J3C-65              Eng Make/Model - CONTINENTAL A-65-8        ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -    1220                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power     -      65 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                               Airport Proximity
     Wx Briefing      - UNK/NR                  Last Departure Point                    ON AIRPORT
       Method         - UNK/NR                    SAME AS ACC/INC
       Completeness   - UNK/NR                 Destination                            Airport Data
     Basic Weather    - VMC                       LOCAL                                 CONNEAUT
       Wind Dir/Speed- CALM                                                             Runway Ident      - 29
       Visibility     -     8.0    SM          ATC/Airspace                             Runway Lth/Wid    -  1600/  100
       Lowest Sky/Clouds  -        5000 FT       Type of Flight Plan - NONE             Runway Surface    - GRASS/TURF
       Lowest Ceiling          -   5000 FT BROKEN Type of Clearance  - NONE             Runway Status     - SOFT
       Obstructions to Vision- NONE               Type Apch/Lndg     - NONE                                 ROUGH
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      44               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL,CFI                     Current        - YES        Total       -   2000         Last 24 Hrs -      0
         SE LAND                            Months Since   - 16         Make/Model-       31         Last 30 Days-      0
                                            Aircraft Type  - CHIEF      Instrument-      250         Last 90 Days-      0

         Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE ELECTED TO BEGIN HIS TAKEOFF ROLL 300 FT DOWN THE RWY DUE TO A MUD HOLE LOCATED AT THAT
POINT. DURING HIS INITIAL CLIMB, THE PLT BELIEVED THE ACFT MIGHT NOT CLEAR TREES AT THE DEPARTURE END OF THE RWY &
ELECTED TO TURN RIGHT IN AN ATTEMPT TO AVOID THE OBSTRUCTIONS. SUBSEQUENTLY, THE ACFT STALLED AT APRX 50 FT AGL &
CRASHED.
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File No. - 540 5/11/85 CONNEAUT,OH A/C Reg. No. N42454 Time (Lcl) - 1925 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
3. ALL AVAILABLE RUNWAY - NOT USED -
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,8

Brief of Accident

```
   File No. - 507        5/21/85     MANTUA,OH                  A/C Reg. No. N73219          Time (Lcl) - 2000 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT           Aircraft Damage
                                                                SUBSTANTIAL                     Injuries
    Type of Operation            -AERIAL APPLICATION           Fire                     Fatal   Serious   Minor   None
    Flight Conducted Under       -14 CFR 137                    NONE          Crew       0        0        0       1
    Accident Occurred During     -MANEUVERING                                 Pass       0        0        0       0
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BELL 47G-2A               Eng Make/Model  - LYCOMING VO-435-A1F      ELT Installed/Activated - NO -N/A
    Landing Gear    - SKID                      Number Engines  -  1                         Stall Warning System - NC
    Max Gross Wt    -    2850                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       3                   Rated Power     -    240 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination
    Basic Weather     - VMC                       LOCAL                               Airport Data
      Wind Dir/Speed- 045/005 KTS
      Visibility    -     15.0   SM                                                      Runway Ident      - N/A
      Lowest Sky/Clouds  -      CLEAR          ATC/Airspace                              Runway Lth/Wid    - N/A
      Lowest Ceiling         - NONE              Type of Flight Plan - NONE              Runway Surface    - N/A
      Obstructions to Vision- NONE               Type of Clearance   - NONE              Runway Status     - N/A
      Precipitation          - NONE              Type Apch/Lndg      - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     39           Medical Certificate - NON-VALID MEDICAL
     Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
       COMMERCIAL                           Current         - YES       Total       -   1716        Last 24 Hrs -      3
       SE LAND                              Months Since    - 23        Make/Model-     1614        Last 30 Days- UNK/NR
       HELICOPTER                           Aircraft Type - UNK/NR      Instrument-        0        Last 90 Days-      6
                                                                                                    Rotorcraft   -   1614

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AERIAL APPLICATION FLT, THE PLT BANKED THE HELICOPER TO FLY AROUND A UTILITY POLE; HOWEVER, THE MAIN ROTOR
BLADES CONTACTED THE POLE. THE HELICOPTER THEN DESCENDED, LANDED ON ITS SKIDS & SUSTAINED SUBSTANTIAL DAMAGE. THE PLT
STATED THAT THE GUSTY WIND CONDITIONS CONTRIBUTED TO THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 507 5/21/85 MANTUA,OH A/C Reg. No. N73219 Time (Lcl) - 2000 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. OBJECT - UTILITY POLE
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 538       1/05/85    OKLAHOMA CITY,OK          A/C Reg. No. N55PT            Time (Lcl) - 1600 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                   Crew      0       0        0        2
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0       0        0        4
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GATES LEAR JET 25B          Eng Make/Model - GE CJ-610-6             ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                        Stall Warning System - YES
    Max Gross Wt   -  15000                      Engine Type    - TURBOJET
    No. of Seats   -     10                      Rated Power    -   2950 LBS THRUST
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                            Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                 ON AIRPORT
      Method         - N/A                          W PALM BEACH,FL
      Completeness   - N/A                       Destination                        Airport Data
    Basic Weather    - VMC                          SAME AS ACC/INC                   SUNDANCE
      Wind Dir/Speed- 300/004 KTS                                                     Runway Ident      - 35
      Visibility     -    25.0   SM             ATC/Airspace                          Runway Lth/Wid    -  5000/  100
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - IFR          Runway Surface    - CONCRETE
      Lowest Ceiling        - NONE                 Type of Clearance   - IFR          Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                        Age -     53            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,ATP                        Current       - UNK/NR      Total        -  18085       Last 24 Hrs -      4
       SE LAND,ME LAND                       Months Since  - UNK/NR      Make/Model-      838       Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-     2028       Last 90 Days-      87
                                                                         Multi-Eng -    14533

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT-IN-COMMAND (PIC) REPORTED THAT AFTER TOUCHDOWN, THE SPOILERS & BRAKES WERE APPLIED, BUT NO BRAKING ACTION
WAS FELT ALTHOUGH PEDDLE PRESSURE WAS EVIDENT. HE STATED THAT BY THE TIME IT WAS CLEAR THAT THE BRAKES WERE INEFFECTIVE,
INSUFFICIENT RWY REMAINED TO GO AROUND. HE STATED THAT POWER WAS REDUCED & THE ACFT WENT OFF THE END OF THE RWY. NO
SKID MARKS WERE FOUND GOING OFF THE DEPARTURE END. WITNESSES SAID THE ACFT HAD LANDED ABOUT HALF WAY DOWN THE RWY.
THEY DID NOT HEAR THE ENGS "RUN UP" UNTIL AFTER THE ACFT WENT OFF THE RWY'S END. AFTER DEPARTING THE RWY, THE ACFT
ENCOUNTERED SOFT MUDDY TERRAIN & WAS DAMAGED. NO DISCREPANCIES WERE FOUND DURING AN EXAM OF THE BRAKES, ANTI-SKID,
SPOILERS, WING FLAPS EMERG BRAKES & DRAG CHUTE.

--------------------------------------------------------------------------------------------------------------------
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File No. - 538   1/05/85   OKLAHOMA CITY,OK   A/C Reg. No. N55PT   Time (Lcl) - 1600 CST

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED -
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 427        2/09/85    HOBART,OK                 A/C Reg. No. N3818S              Time (Lcl) - 2015 CST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                        Fire                   Crew     0        0        1       0
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0        0        3       0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172E                 Eng Make/Model - CONTINENTAL O-300-D        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2150                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                       Rated Power    -    145 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                        ON AIRPORT
      Method         - TELEPHONE                   STILLWATER,OK
      Completeness   - UNK/NR                    Destination                               Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                             HOBART
      Wind Dir/Speed- 360/010 KTS                                                               Runway Ident     - 17
      Visibility     -   10.0   SM             ATC/Airspace                                    Runway Lth/Wid   -  5280/  150
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE                Type of Clearance   - NONE                    Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation        - NONE
      Condition of Light   - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      48              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                      Flight Time (Hours)
        PRIVATE                               Current       - UNK/NR     Total      -   100        Last 24 Hrs -       0
        SE LAND                               Months Since  - UNK/NR     Make/Model-    100        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-     2         Last 90 Days-      30

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
AT 1515 CST, THE PLT CONTACTED A FSS & WAS ADVISED THAT A FRONT WOULD BE MOVING THRU THE DESTINATION (HOBART) AREA AT
ABOUT 2200. WHEN HE DEPARTED STILLWATER AT 1840, THE WIND WAS FROM THE SOUTH. AT 2004, THE PLT CONTACTED ALTUS AFB &
WAS ADVISED THAT THE WINDS WERE 210 TO 220 DEGS AT 14 KTS. THINKING THE WINDS AT HOBART WOULD BE SOUTHERLY, HE
ELECTED TO LAND ON RWY 17. DURING THE LANDING, HE WAS UNABLE TO STOP ON THE RWY. THE ACFT CONTINUED OFF THE END,
HIT A DITCH & NOSED OVER. THE PLT REPORTED THAT AFTER THE ACCIDENT, HE NOTED THE WIND WAS FROM THE NORTH AT 10 GUSTING
TO 20 KTS.
```

File No. - 427 2/09/85 HOBART,OK A/C Reg. No. N3818S Time (Lcl) - 2015 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
9. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 418        2/24/85    ADA,OK                      A/C Reg. No. N40HB             Time (Lcl) - 1340 CST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                DESTPOYED                  Fatal   Serious   Minor   None
   Type of Operation          -PERSONAL                        Fire                 Crew      0        1        0       0
   Flight Conducted Under     -14 CFR 91                        NONE                Pass      0        0        0       0
   Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model        THORPE T-18                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - UNK/NR
   Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - NO
   Max Gross Wt   -   1200                       Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -      2                       Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                  Itinerary                              Airport Proximity
   Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                   ON AIRPORT
     Method           - N/A                        SAME AS ACC/INC
     Completeness     - N/A                     Destination                          Airport Data
   Basic Weather      - VMC                        LOCAL                                ADA MUNICIPAL
     Wind Dir/Speed- 360/006 KTS                                                        Runway Ident     - 35
     Visibility     -    15.0   SM             ATC/Airspace                             Runway Lth/Wid   -  5000/  150
     Lowest Sky/Clouds  -      2000 FT           Type of Flight Plan - NONE             Runway Surface   - ASPHALT
     Lowest Ceiling        -   2000 FT OVERCAST  Type of Clearance   - NONE             Runway Status    - DRY
     Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age - UNK/NR                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL                           Current          - UNK/NR     Total       - UNK/NR        Last 24 Hrs - UNK/NR
       SE LAND                              Months Since     - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                            Aircraft Type    - UNK/NR     Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR         Rotorcraft   - UNK/NR
       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT HAD BEEN STORED FOR [illegible] MONTHS WITH AUTOMOTIVE FUEL IN THE TANK. DURING TAKEOFF, THE ENG LOST POWER.
SUBSEQUENTLY, THE PLT LOST CONTROL & THE ACFT IMPACTED THE GROUND AT A 45 DEG ANGLE. AN INVESTIGATION REVEALED THAT
SOFTENED TANK SEALANT MATERIAL WAS OBSTRUCTING THE TANK STRAINER SCREEN.
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Brief of Accident (Continued)

File No. - 418   2/24/85   ADA,OK   A/C Reg. No. N40HB   Time (Lcl) - 1340 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,TANK - DETERIORATED
2. MAINTENANCE - INADEQUATE -
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FUEL SYSTEM,STRAINER - BLOCKED(TOTAL)
5. FLUID,FUEL - STARVATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6,7

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                                      Brief of Accident

   File No. - 417       2/25/85    BROKEN BOW,OK            A/C Reg. No. N61243           Time (Lcl) - 1230 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire                 Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE                Pass     0        0        0       0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 150J               Eng Make/Model - CONTINENTAL O-200-A     ELT Installed/Activated - UNK/NR
    Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    1600                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                    Rated Power     -      100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - VMC                       LOCAL                                    BROKEN BOW
      Wind Dir/Speed- 200/008 KTS                                                         Runway Ident     - 17
      Visibility     -    10.0   SM           ATC/Airspace                                Runway Lth/Wid   -  3200/   50
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      41             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                            Current         - UNK/NR    Total       - UNK/NR      Last 24 Hrs - UNK/NR
        SE LAND                            Months Since    - UNK/NR    Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR      Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                       Multi-Eng  - UNK/NR       Rotorcraft   - UNK/NR

        Instrument Rating(s)  - UNK/NR
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER SHORT OF THE RWY WHILE THE PLT WAS MAKING AN EMERGENCY LANDING AFTER A REPORTED POWER LOSS.
DURING THE LANDING, THE ACFT NOSED OVER & WAS DAMAGED. NO REASON FOR THE POWER LOSS WAS FOUND.
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Brief of Accident (Continued)

File No. - 417 2/25/85 BROKEN BOW,OK A/C Reg. No. N61243 Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 460 4/07/85 YAMHILL,OR A/C Reg. No. N9705E Time (Lcl) - 1505 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - BELLANCA 17-31A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1E5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 27000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VANCOUVER,WA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
GO AROUND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FLYING M RANCH
Runway Ident - 26
Runway Lth/Wid - 2130/ 45
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 850
Make/Model- 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WITNESSES OBSERVED THE ACFT APCH THE AIRSTRIP WITH EXCESSIVE SPEED. TOUCHDOWN ON THE RWY WAS BEYOND THE HALFWAY POINT & THE ACFT BOUNCED BACK INTO THE AIR. POWER WAS APPLIED FOR AN APPARENT GO-AROUND. THE ACFT CLEARED TALL TREES AT THE END OF THE RUNWAY, BUT CONTINUED TO MAINTAIN A NOSE-HIGH ATTITUDE, "SHAKING AND YAWING." THE ACFT THEN FELL OFF ON THE LEFT WING & ROLLED 180 DEGREES TO A VERTICAL ATTITUDE BEFORE GROUND IMPACT. A POST-IMPACT FIRE IMMEDIATELY ENSUED, TOTALLY CONSUMING THE WOOD & FABRIC COMPONENTS OF THE ACFT. AN INVESTIGATION REVEALED THE ELEVATOR TRIM TAB WAS IN THE FULL NOSE-UP POSITION. BELLANCA PERSONNEL REPORTED THAT WITH THE ELEVATOR TRIM IN THAT POSITION & WITH FULL POWER APPLIED, CONTROL FORCES TO REDUCE THE PITCH WOULD BE VERY HIGH & WOULD PROBABLY REQUIRE BOTH HANDS.

Brief of Accident (Continued)

File No. - 460   4/07/85   YAMHILL,OR   A/C Reg. No. N9705E   Time (Lcl) - 1505 PST

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED -
5. FLARE - IMPROPER - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING

Finding(s)
7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
8. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
9. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
10. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
11. STALL/SPIN - UNCONTROLLED -

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 476 4/12/85 PAULINA,OR A/C Reg. No. N4892E Time (Lcl) - 1830 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OMAK,WA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE STRIP
Runway Ident - UNK/NR
Runway Lth/wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT ON 4/11/85, THE LEFT TIRE BLEW OUT DURING A LANDING AT OMAK, WA, DAMAGING THE LEFT WHEEL & BRAKING SYS. HE SAID THAT REPAIRS HAD BEEN MADE, BUT THE LEFT BRAKE FELT SPONGY. THE NEXT FLT (ON 4/12/85) WAS TO A PRIVATE AIRSTRIP AT PAULINA, OR. DURING TOUCHDOWN AT PAULINA, THE ACFT VEERED TO THE LEFT & THE PLT HAD TO USE EXCESSIVE RIGHT RIGHT RUDDER. HE SAID THAT THE LEFT BRAKE THEN LOCKED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 476   4/12/85   PAULINA,OR   A/C Reg. No. N4892E   Time (Lcl) - 1830 PST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 486       4/21/85    JOHN DAY,OR                A/C Reg. No. N94747            Time (Lcl) - 1230 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL             Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                Crew    0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE               Pass    0        0        0        0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HELIO H-295               Eng Make/Model - LYCOMING GO-480-G1A6     ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3400                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       6                   Rated Power     -     295 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                       SANDY,OR
       Completeness   - N/A                    Destination                             Airport Data
     Basic Weather    - IMC                       UNK/NR
       Wind Dir/Speed- 140/005 KTS                                                        Runway Ident     - N/A
       Visibility     - UNK/NR                ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -                     Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          - OVERCAST       Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation           - DRIZZLE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age - UNK/NR            Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current        - UNK/NR     Total       - UNK/NR        Last 24 Hrs  - UNK/NR
                                               Months Since   - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
         HELICOPTER                            Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                           Multi-Eng  - UNK/NR         Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
REPORTEDLY, THE ACFT ENCOUNTERED AIRFRAME ICING CONDITIONS DURING FLT, & SUBSEQUENTLY, MUSHED INTO TREES ON
WOODED TERRAIN. ELEVATION OF THE CRASH SITE WAS ABOUT 4500 FT. ABOUT 95 MI WEST AT REDMOND, OR, THE WX WAS IN
PART: 800 FT OVERCAST, 3 MI VISIBILITY, WIND FROM 140 DEG AT 5 KTS. THE PLT DID NOT POSSESS A FIXED WING RATING.

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Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER DECISION,QUALIFICATION - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - ICING CONDITIONS
8. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
9. WING - ICE
10. WEATHER CONDITION - HIGH DENSITY ALTITUDE
11. TERRAIN CONDITION - HIGH TERRAIN
12. PROPER ALTITUDE - NOT POSSIBLE -
13. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,10,11,13

Brief of Accident

```
File No. - 479        5/02/85    BANDON,OR                    A/C Reg. No. N5543              Time (Lcl) - 1836 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor   None
    Type of Operation          -FERRY                         Fire                  Crew     0        1        0       0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0       0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-24-250           Eng Make/Model  - LYCOMING O-540-A1A5      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -    2800                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power     -     250 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                       FLORENCE,OR
      Completeness    - N/A                    Destination                              Airport Data
    Basic Weather     - VMC                        SAME AS ACC/INC                          BANDON STATE
      Wind Dir/Speed- 180/015 KTS                                                          Runway Ident     - 16
      Visibility      -   15.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  2600/   50
      Lowest Sky/Clouds  -     1500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         -  6000 FT OVERCAST  Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     51            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL,CFI                          Current          - YES       Total        -  10354       Last 24 Hrs -        3
       SE LAND,ME LAND,SE SEA                  Months Since     - 11        Make/Model-       750       Last 30 Days- UNK/NR
       HELICOPTER                              Aircraft Type - UNK/NR       Instrument-       809       Last 90 Days-      160
                                                                            Multi-Eng -      1613       Rotorcraft  -       55

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS FERRYING THE ACFT TO BANDON TO HAVE THE LANDING GEAR REPAIRED. THE FLT WAS MADE WITH THE GEAR SECURED
IN THE DOWN POSITION. THE ACFT HAD LOCKING FUEL CAPS & THE PLT DID NOT VISUALLY CHECK THE FUEL LEVEL BEFORE TAKING
OFF; INSTEAD, HE RELIED OF THE FUEL GAGES. DURING FLT, THE PLT USED FUEL FROM THE LEFT TANK THEN SWITCH TO THE RIGHT
TANK WHICH INDICATED ABOUT 1/2 FULL. A SHORT TIME LATER, AS THE ACFT WAS APPROACHING THE DESTINATION ARPT, THE ENG
LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING JUST SHORT OF THE RWY.
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File No. - 479 5/02/85 BANDON,OR A/C Reg. No. N5543 Time (Lcl) - 1836 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - HIGH WIND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,7

Brief of Accident

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     File No.    513       2/20/85    JEANNETTE,PA                A/C Reg. No. N3912V            Time (Lcl) - 1930 EST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                  Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0         0         1
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150                    Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                             Stall Warning System - UNK/NR
    Max Gross Wt   -    1600                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -     100 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                     Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                          ON AIRPORT
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                                 Airport Data
    Basic Weather    - VMC                           LOCAL                                       BOQUET
      Wind Dir/Speed- VARIABLE                                                                   Runway Ident     - 01
      Visibility     -    25.0   SM               ATC/Airspace                                   Runway Lth/Wid   -  2600/   40
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                 Type of Clearance   - VFR                    Runway Status    - UNK/NR
      Obstructions to Vision- NONE                  Type Apch/Lndg        - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                             Age -     30            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                   Biennial Flight Review                      Flight Time (Hours)
        PRIVATE                                   Current        - YES      Total       -    121       Last 24 Hrs -       1
        SE LAND                                   Months Since   -  2       Make/Model-       77       Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-        0       Last 90 Days-      15

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER RETURNING TO THE ARPT, THE PLT MADE A NIGHT LANDING IN LIGHT & VARIABLE WIND CONDITIONS. DURING THE LANDING,
THE ACFT DRIFTED LEFT OF THE CENTERLINE, ENCOUNTERED SNOW & ICE  & SUBSEQUENTLY HIT A SNOWBANK & NOSED OVER.

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File No. - 513   2/20/85   JEANNETTE,PA   A/C Reg. No. N3912V   Time (Lcl) - 1930 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL
1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SNOWBANK

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 526       2/21/85    BEAVER FALLS,PA           A/C Reg. No. N8318L          Time (Lcl) - 1630 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -INSTRUCTIONAL                    Fire                  Crew     0        0        1        0
      Flight Conducted Under    -14 CFR 91                        NONE                  Pass     0        0        0        0
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-28-161           Eng Make/Model - LYCOMING O-320-D3G        ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - UNK/NR
      Max Gross Wt  -    2150                   Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats  -       4                   Rated Power     -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
        Method         - N/A                       SAME AS ACC/INC
        Completeness   - N/A                    Destination                            Airport Data
      Basic Weather    - VMC                       LOCAL                                  BEAVER COUNTY
        Wind Dir/Speed- 180/008 KTS                                                       Runway Ident     - 10
        Visibility     -    10.0    SM         ATC/Airspace                               Runway Lth/Wid   -  4500/  100
        Lowest Sky/Clouds  -                     Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling         -    1000 FT      Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                    Age - UNK/NR              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)          Biennial Flight Review                   Flight Time (Hours)
          STUDENT                           Current       - N/A         Total       -     17        Last 24 Hrs -       1
                                            Months Since  - N/A         Make/Model-       17        Last 30 Days- UNK/NR
                                            Aircraft Type - N/A         Instrument-        1        Last 90 Days-       6

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON A SUPERVISED SOLO FLT. WHILE LANDING WITH AN 8 KT RGT X-WIND, THE ACFT VEERED LEFT, WENT OFF THE
RWY & HIT A 1 FT DEEP SNOWBANK, THEN NOSED OVER. NO PRE-IMPACT PART FAILURE OR MALFUNCTION WAS FOUND.
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Brief of Accident (Continued)

File No. - 526   2/21/85   BEAVER FALLS,PA   A/C Reg. No. N8318L   Time (Lcl) - 1630 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  557       2/21/85    BEAVER FALLS,PA           A/C Reg. No. N2317N           Time (Lcl) - 1700 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                          Injuries
                                                             SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation       -INSTRUCTIONAL                  Fire                   Crew     0        0        0        2
    Flight Conducted Under  -14 CFR 91                       NONE                  Pass     0        0        0        0
    Accident Occurred During -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112            Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   -   3600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                     Rated Power    -     112 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   ON AIRPORT
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                   Destination                          Airport Data
    Basic Weather    - VMC                      LOCAL                                NEW CASTLE MUNI
      Wind Dir/Speed- 250/007 KTS                                                    Runway Ident     - 23
      Visibility     -    5.0   SM           ATC/Airspace                            Runway Lth/Wid   -  4000/   75
      Lowest Sky/Clouds -    UNK/NR            Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling       -  6000 FT          Type of Clearance   - VFR             Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age - UNK/NR            Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)             Biennial Flight Review             Flight Time (Hours)
        COMMERCIAL,CFI                       Current        - UNK/NR    Total      -    709       Last 24 Hrs -       2
        ME LAND,SE LAND                      Months Since   - UNK/NR    Make/Model-    280       Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR    Instrument-     96       Last 90 Days-      80
                                                                        Multi-Eng -     37

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR (CFI) & STUDENT PLT WERE PRACTICING TOUCH-&-GO LANDINGS. DURING AN APCH, THE STUDENT ALLOWED THE
AIRSPEED TO GET SLOW. AFTER CORRECTING THE SITUATION, HE ALLOWED THE SPEED TO GET SLOW AGAIN & FLARED HIGH. THE
ACFT BEGAN TO DROP & A GO-AROUND WAS INITIATED, BUT TOO LATE TO AVOID HITTING THE RWY. THE ACFT THEN SKIDDED TO THE
RIGHT & HIT A SNOWBANK.

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File No. - 557 2/21/85 BEAVER FALLS,PA A/C Reg. No. N2317N ime (Lcl) - 1700 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
2. FLARE - IMPROPER - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. GO-AROUND - ATTEMPTED -
5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 454 4/07/85 ACME,PA A/C Reg. No. N8367J Time (Lcl) - 1700 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 230/006 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LEBANON,PA
Destination
COLUMBUS,OH

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 329
Make/Model- 250
Instrument- 13
Multi-Eng - 9
Last 24 Hrs - UNK/NR
Last 30 Days- 3
Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----

AT 1221 EST, THE PLT WAS ADVISED BY A FSS THAT VFR FLT WAS NOT RECOMMENDED DUE TO WIDESPREAD IFR CONDITIONS ALONG THE ROUTE OF FLT & AT THE DESTINATION. THE PLT DEPARTED AT APRX 1430 HRS. AT 1700 HRS, WITNESSES SAW THE ACFT FLYING WESTBOUND AT LOW ALTITUDE IN SNOWSHOWERS, FOG & LOW VISIBILITY. NORMAL ENG SOUNDS WERE HEARD. THE ACFT TURNED LEFT TO A NORTHEAST HEADING WHILE DESCENDING. SHORTLY THEREAFTER, THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERITICAL DESCENT & WAS DESTROYED BY IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

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                                    Brief of Accident (Continued)

     File No. - 454      4/07/85    ACME,PA                      A/C Reg. No. N8367J           Time (Lcl) - 1700 EST
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Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. WEATHER CONDITION - SNOW
  2. WEATHER CONDITION - FOG
  3. WEATHER CONDITION - LOW CEILING
  4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  5.      IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     CRUISE

Finding(s)
  6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
  8.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
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Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8
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                          National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

     File No. - 524       3/06/85    KINGSTOWN,RI             A/C Reg. No. N111SK            Time (Lcl) - 1057 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                      Fire               Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0        4
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AERO COMMANDER 680V        Eng Make/Model - AIRESEARCH TPE 331      ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                         Stall Warning System - UNK/NR
     Max Gross Wt   -    9400                    Engine Type    - TURBOPROP
     No. of Seats   -      11                    Rated Power    -      575 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                            Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                 ON AIRPORT
       Method          - N/A                         HARTFORD,CT
       Completeness    - N/A                      Destination                        Airport Data
     Basic Weather     - VMC                         CHARLOTTESVILLE,VA                 QUONSET
       Wind Dir/Speed- 010/015 KTS                                                      Runway Ident     - 34
       Visibility     -   30.0   SM              ATC/Airspace                           Runway Lth/Wid   -  8000/  200
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE           Runway Surface   - MACADAM
       Lowest Ceiling         - NONE               Type of Clearance   - VFR            Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     36           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL,ATP                        Current         - YES      Total      -    6466        Last 24 Hrs -        0
         SE LAND,ME LAND,SE SEA                Months Since  -  1         Make/Model-     135        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-     870        Last 90 Days-       70
                                                                          Multi-Eng -    5996

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE AT 12,500 FT, THE PLT NOTED A SLIGHT SHUDDER & HEARD A "WIND NOISE" THEN THE GEAR UNSAFE LIGHT
ILLUMINATED. THE PLT SLOWED THE ACFT TO 135 KTS & TRIED RECYCLING THE GEAR, BUT THE GEAR ONLY DROPPED TO THE POINT
WHERE IT WOULD TWIST. ALL ATTEMPTS TO LOWER THE GEAR WERE TO NO AVAIL. THE PLT THEN FLEW TO KINGSTOWN & LANDED
WITH THE GEAR UP. AN EXAM REVEALED THAT A HYDRAULIC LINE, PN 6790244-227, HAD FAILED.

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File No. - 524   3/06/85   KINGSTOWN,RI   A/C Reg. No. N111SK   Time (Lcl) - 1057 EST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   CRUISE

Finding(s)
1. HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
2. LANDING GEAR - INOPERATIVE
3. GEAR DOWN AND LOCKED - NOT POSSIBLE -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

File No. - 580 5/31/85 COLUMBIA,SC A/C Reg. No. N5221F Time (Lcl) - 1131 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - MILITARY
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 1700 F. SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HAMPTON,VA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
COLUMBIA METRO
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
GLIDER

Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2242
Make/Model- 83
Instrument- 16
Multi-Eng - 880
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT DURING A DESCENT TO 2100 FT, INTERMEDIATE LEVEL OFFS WERE MADE AT 5000, 4000, & 3000 FT. HE STATED THAT AT 2200 FT, CARB HEAT WAS REMOVED & POWER WAS APPLIED FOR THE LEVEL OFF. HOWEVER, WHEN THE THROTTLE WAS ADVANCED, THE ENG BEGAN RUNNING ROUGH & WOULD NOT SUSTAIN LEVEL FLT. THE PLT STATED THAT ALL COMBINATIONS OF POWER & CARB HEAT WERE TRIED, BUT PROVIDED NO CHANGE. THE POWER LOSS OCCURRED OVER A DENSE FOREST, SO THE PLT ELECTED TO MAKE A FORCED LANDING IN A LAKE. THE ACFT SANK IN 14 FT OF WATER. IT WAS RECOVERED, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED. THE CARB HEAT CABLE WAS LOOSE, BUT THERE WAS IMPACT DAMAGE IN THAT AREA. THE TEMP & DEW POINT WERE 74 & 68 DEGS RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING WOULD HAVE BEEN POSSIBLE IF THE CARB HEAT HAD NOT BEEN USED OR HAD NOT FUNCTIONED.

Brief of Accident (Continued)

File No. - 580 5/31/85 COLUMBIA,SC A/C Reg. No. N5221F Time (Lcl) - 1131 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 411 7/01/85 PLATTE,SD A/C Reg. No. N6674K Time (Lcl) - 1545 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - WRIGHT R-1820
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PLATTE
Runway Ident - 13
Runway Lth/Wid - 3550
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 6500
Make/Model- 874
Instrument- 48
Multi-Eng - 265
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 198
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WHILE THE PLT WAS SPRAYING A FIELD, THE LANDING GEAR OF THE ACFT STRUCK THE CENTER PIVOT OF AN IRRIGATION STRUCTURE. LATER, WHEN THE ACFT WAS LANDED, THE GEAR COLLAPSED.

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      File No. -  411      7/01/85    PLATTE,SD                   A/C Reg. No. N6674K            Time (Lcl) - 1545 CDT
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  2. LANDING GEAR,MAIN GEAR - OVERLOAD
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #3          MAIN GEAR COLLAPSED
Phase of Operation     LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1
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                                     Brief of Accident

      File No. - 439       3/03/85    KNOXVILLE,TN             A/C Reg. No. N2013K            Time (Lcl) - 1700 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                 Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire               Crew      0        0        1       0
    Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0       0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH C23                   Eng Make/Model - LYCOMING O-360-A4K      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    2450                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                     Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                             Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                  ON AIRPORT
       Method        - N/A                           SAME AS ACC/INC
       Completeness  - N/A                        Destination                         Airport Data
     Basic Weather   - VMC                           LOCAL                               KNOXVILLE DOWNTOWN
       Wind Dir/Speed- 120/006 KTS                                                       Runway Ident      - 08
       Visibility    -    7.0   SM               ATC/Airspace                            Runway Lth/Wid    -  3500/   75
       Lowest Sky/Clouds  -     25000 FT THIN OVC  Type of Flight Plan - NONE            Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE            Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -    26          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current       - UNK/NR   Total      -     67        Last 24 Hrs -      0
        SE LAND                                  Months Since  - UNK/NR   Make/Model -     13        Last 30 Days-      0
                                                 Aircraft Type - UNK/NR   Instrument- UNK/NR         Last 90 Days-      0
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s) - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD NOT FLOWN FOR OVER 90 DAYS & WAS PRACTICING LANDINGS BEFORE FLYING WITH PASSENGERS. WHILE CLIMBING FROM A
TOUCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO
TURN & LAND ON THE ARPT. HE STATED THAT HE DROPPED THE NOSE TO MAINTAIN AIRSPEED, BUT WAS UNABLE TO KEEP FROM HITTING
TREES. THE ACFT WAS DESTROYED BY IMPACT WITH THE TREES & GROUND. THE FUEL SELECTOR WAS FOUND POSITIONED HALF WAY BETWEEN
THE LEFT & RIGHT POSITIONS. NO FUEL WAS FOUND IN THE FUEL STRAINER OR FUEL LINES FORWARD OF THE FIREWALL. WHEN THE FUEL
SELECTOR WAS MOVED TO EITHER THE LEFT OR RIGHT POSITIONS, FUEL FLOWED FREELY, BUT NO FUEL WOULD FLOW IN THE INTER-
MEDIATE POSITION. THE INVESTIGATOR NOTED THAT WHEN THE FLAPS WERE SELECTED, THE FUEL SELECTOR COULD EASILY BE BUMPED.
ALSO, THE DETENTS ON THE SELECTOR WERE WEAK & THE SELECTOR COULD EASILY BE MOVED. AD 85-05-02, AMENDMENT 39-5912, WAS
NOT COMPLIED WITH; HOWEVER, IF SO, IT WOULD NOT HAVE PREVENTED THIS PROBLEM.
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Brief of Accident (Continued)

File No. - 439 3/03/85 KNOXVILLE,TN A/C Reg. No. N2013K Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,SELECTOR VALVE - OTHER
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7

Factor(s) relating to this accident is/are finding(s) 1,2,6,8

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                   Brief of Accident

    File No. -  530      4/28/85    TULLAHOMA,TN              A/C Reg. No. N6015H           Time (Lcl) - 1415 CDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal   Serious    Minor     None
    Type of Operation          -PERSONAL                       Fire                  Crew      0        1         0         0
    Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0        0         1         0
    Accident Occurred During   -CRUISE
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER J3C-65               Eng Make/Model - CONTINENTAL A-65            ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                             Stall Warning System - NO
    Max Gross Wt   -    1220                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -       65 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                           TULLAHOMA,TN
      Completeness  - N/A                         Destination                              Airport Data
    Basic Weather   - VMC                           LOCAL                                    SOESBE-MARTIN
      Wind Dir/Speed- 290/002 KTS                                                            Runway Ident     - N/A
      Visibility    -     5.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      1800 FT           Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling       -    1800 FT BROKEN    Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- HAZE                Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     52            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                Current         - NO        Total       -     530        Last 24 Hrs -        1
       SE LAND                                Months Since    - 50        Make/Model-      103        Last 30 Days- UNK/NR
                                              Aircraft Type - C-150       Instrument-        3        Last 90 Days-        1
                                                                          Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS GIVING A 15 YR OLD PASSENGER A LOCAL AREA FLT. WHILE IN LEVEL FLT AT ABOUT 200 FT AGL, THE ACFT HIT AN
UNMARKED/GUYED ANTENNA TOWER & CRASHED. THE PLT REPORTED THAT HE DID NOT SEE THE TOWER. ALTHOUGH THE TOWER HAD BEEN
THERE FOR MANY YEARS, IT WAS NOT PAINTED OR LIGHTED IAW THE RECOMMENDATIONS CONTAINED IN FAA ADVISORY CIRCULAR
AC 70/7460-1F. ALSO, IT WAS NOT MARKED ON THE AERONAUTICAL CHARTS.

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Brief of Accident (Continued)

File No. - 53C 4/28/85 TULLAHOMA,TN A/C Reg. No. N6015H Time (Lcl) - 1415 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - ELECT TOWER
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 537      1/09/85    HOUSTON,TX              A/C Reg. No. N73849          Time (Lcl) - 1730 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                              SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -TEST FLIGHT                  Fire                 Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                     ON GROUND           Pass     0        0        0        0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N                 Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2300                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                     Rated Power     -      160 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                          Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 120/013 KTS                                                        Runway Ident     - N/A
      Visibility     -   12.0   SM              ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     3500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling          - NONE              Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DUSK
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current       - YES       Total      -    488       Last 24 Hrs -       1
        SE LAND,ME LAND                         Months Since  -  7        Make/Model-    241       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-     84       Last 90 Days-      36
                                                                          Multi-Eng -     15

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
INITIALLY, AFTER A TOP OVERHAUL, THE ENG WOULD NOT RUN. THE MECHANIC REMOVED THE CARBURETOR & FOUND A PIECE OF
SILICON. AFTER REINSTALLING THE CARBURETOR, THE ENG OPERATED NORMALLY. THE PLT THEN TOOK OFF ON A MAINTENANCE TEST
FLT. AS HE BEGAN A DESCENT BACK TOWARD THE ARPT, THE ENG STOPPED RUNNING & WOULD NOT RESTART, EXCEPT IT RESTARTED
MOMENTARILY WHEN HE OPERATED THE PRIMER. DURING AN EMERGENCY LANDING, THE ACFT HIT A RICE FIELD LEVEE & NOSED
OVER. AN EXAM REVEALED THAT THE FUEL LINE HAD BECOME DISCONNECTED FROM THE CARBURETOR AT A THREADED FITTING. A
LABORATORY EXAM OF THE THREADED FITTING REVEALED A LACK OF SMEARING OR SCRATCHING THAT WOULD HAVE BEEN PRESENT IF
THE FITTING HAD BEEN PROPERLY TORQUED.

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      File No. -  537       1/09/85    HOUSTON,TX               A/C Reg. No. N73649            Time (Lcl) - 1730 CST
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     DESCENT - NORMAL

Finding(s)
  1. FUEL SYSTEM,LINE - UNDERTORQUED
  2.    MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
  3. FUEL SYSTEM,LINE - LOOSE
  4. FUEL SYSTEM,LINE - DISCONNECTED
  5  FLUID,FUEL - STARVATION
-------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
-------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  6. TERRAIN CONDITION - DIRT BANK
-------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE OVER
Phase of Operation     LANDING
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6
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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 536       1/14/85    AMARILLO,TX              A/C Reg. No. N6735T          Time (Lcl) - 1730 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL              Fatal    Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire              Crew      0         0        0       1
    Flight Conducted Under    -14 CFR 91                     NONE             Pass      0         0        0       0
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH V35B               Eng Make/Model - CONTINENTAL IO-520-BB     ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3400                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       5                  Rated Power    -     285 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method        - N/A                        SAME AS ACC/INC
      Completeness  - N/A                     Destination                            Airport Data
    Basic Weather   - VMC                        PAMPA,TX                               TRADEWIND
      Wind Dir/Speed- 350/005 KTS                                                       Runway Ident     - 35
      Visibility    -    30.0   SM            ATC/Airspace                              Runway Lth/Wid   -  5100/   55
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE               Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation        - NONE                                     FULL STOP
      Condition of Light   - DAYLIGHT                                 PRECAUTIONARY LANDIN
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current         - YES       Total      -     540       Last 24 Hrs -       0
         SE LAND                              Months Since    - 20        Make/Model-     320       Last 30 Days- UNK/NR
                                              Aircraft Type   - UNK/NR    Instrument-      50       Last 90 Days-      25


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF, THE CABIN DOOR OPENED & THE PLT ELECTED TO RETURN FOR A LANDING. HE REPORTED THAT HE WAS DISTRACTED BY
WIND NOISE & "NERVOUSNESS" AND FAILED TO ASSURE THAT THE GEAR WAS EXTENDED. AS HE FLARED, THE PROPELLER CONTACTED
THE RWY. THE PLT ADDED POWER IN AN ATTEMPT TO CLIMB & EXTEND THE GEAR; HOWEVER, IT ONLY PARTIALLY EXTENDED & THE
ACFT SETTLED BACK TO THE RWY BEFORE THE GEAR COULD FULLY EXTEND & LOCK IN THE DOWN POSITION.

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File No. - 536 1/14/85 AMARILLO,TX A/C Reg. No. N6735T Time (Lcl) - 1730 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. DOOR,EXTERIOR CREW - OPEN
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
8. GEAR DOWN AND LOCKED - NOT ATTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 535       1/19/85    ADDISON,TX                A/C Reg. No. N96DD              Time (Lcl) - 1920 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                       Fire                   Crew    0        0        0       1
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass    0        0        0       1
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-23-250               Eng Make/Model - LYCOMING O-540-A1D5       ELT Installed/Activated - UNK/NR
     Landing Gear  - TRICYCLE-RETRACTABLE          Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt  -   4800                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      6                        Rated Power    -    250 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
       Method         - N/A                         ADDISON,TX
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                         DALLAS AIR PARK
       Wind Dir/Speed- 360/030 KTS                                                          Runway Ident     - 34
       Visibility     -     7.0   SM            ATC/Airspace                                Runway Lth/Wid   -  3000/   30
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - UNK/NR
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)                        PRECAUTIONARY LANDIN
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -    55              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                  Current        - UNK/NR     Total       - UNK/NR        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                          Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                               Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT ON TOUCHDOWN, THE ACFT VEERED LEFT & WENT OFF THE EDGE OF THE 30' WIDE RWY. THE NOSE GEAR THEN
COLLAPSED IN SOFT TERRAIN BEFORE THE PLT COULD GET THE ACFT BACK ON THE RWY SURFACE. AT 1900 CST, THE WIND WAS FROM
360 DEG AT 30 GUSTING 40 KTS.
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File No. - 535   1/19/85   ADDISON,TX   A/C Reg. No. N96DD   Time (Lcl) - 1920 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2   NOSE GEAR COLLAPSED
Phase of Operation   LANDING

Finding(s)
8. TERRAIN CONDITION - SOFT
9 LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  534        1/24/85     DALLAS,TX                   A/C Reg. No. N600P            Time (Lcl) - 2105 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
       Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                    SUBSTANTIAL                          Injuries
       Type of Operation          -BUSINESS                        Fire                  Fatal    Serious    Minor    None
       Flight Conducted Under     -14 CFR 91                        NONE          Crew     0         0         0        2
       Accident Occurred During   -TAKEOFF                                        Pass     0         0         0        0
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
       Make/Model     - SWEARINGEN SA26-T            Eng Make/Model - P&W PT6A-28          ELT Installed/Activated - YES/NO
       Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                      Stall Warning System - UNK/NR
       Max Gross Wt   -   10062                      Engine Type    - TURBOPROP
       No. of Seats   -       8                      Rated Power    -     550 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     ON AIRPORT
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                       Destination                           Airport Data
      Basic Weather    - VMC                           TEMPLE,TX                              LOVE
        Wind Dir/Speed- CALM                                                                  Runway Ident     - 31R
        Visibility    -   20.0   SM                ATC/Airspace                               Runway Lth/Wid   -  7751/  150
        Lowest Sky/Clouds  -    25000 FT SCATTERED   Type of Flight Plan - VFR                Runway Surface   - CONCRETE
        Lowest Ceiling         - NONE                Type of Clearance   - VFR                Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - NIGHT(DARK)
                                                                  PRECAUTIONARY LANDIN
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      31                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
          COMMERCIAL                             Current         - YES        Total       -   6224        Last 24 Hrs -       2
          SE LAND,ME LAND                        Months Since    -  7         Make/Model-      381        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR       Instrument-      623        Last 90 Days-      67
                                                                              Multi-Eng -     3508

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE LANDING GEAR RETRACTED DURING THE TAKEOFF ROLL & THE ACFT DROPPED TO THE RWY SURFACE & SLID TO A STOP. NO
OBVIOUS REASON FOR THE UNWANTED RETRACTION WAS NOTED BY FAA MAINTENANCE PERSONNEL WHO DID A POST ACCIDENT EXAM OF
THE ACFT. THE GEAR SELECTOR HANDLE WAS FOUND IN THE "GEAR EXTENDED" POSITION. AN EXAM REVEALED THE GEAR HANDLE COULD
EASILY BE MOVED THRU ITS FULL RANGE OF TRAVEL EVEN THOUGH IT WAS MOVED THRU A DENTENT. ALSO, THE PLT'S SEAT ARM WOULD
LIGHTLY TOUCH THE GEAR SELECTOR HANDLE WHEN THE SEAT WAS FULL FOWARD.

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Brief of Accident (Continued)

File No. - 534 1/24/85 DALLAS,TX A/C Reg. No. N600P Time (Lcl) - 2105 CST

Occurrence GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR - UNDETERMINED
2. LANDING GEAR,GEAR LEVER - LOOSE
3. LANDING GEAR,GEAR LEVER - CLEARANCE
4. FUSELAGE,SEAT - CLEARANCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

File No. - 533 1/27/85 LEAGUE CITY,TX A/C Reg. No. N82048 Time (Lcl) - 0030 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -UNAUTHORIZED
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 100/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HOUSTON GULF
Runway Ident - 13
Runway Lth/Wid - 5000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 98
Make/Model- 4
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH A DITCH ABOUT 75 YARDS SHORT OF RWY 13 DURING A PRACTICE NIGHT FORCED LANDING. THE PVT PLT, AN EMPLOYEE OF THE FBO OPERATOR, HAD TAKEN THE ACFT WITHOUT PERMISSION AND HAD BEEN FLYING FOR APPROX 1.7 HRS WHEN THE ACCIDENT OCCURRED. THE 18 YR OLD PILOT TOLD POLICE OFFICERS AND THE OPERATOR THAT HE WAS PRACTICING FORCED LANDINGS, DURING WHICH, HE WOULD TURN OFF THE MAGS AND EXECUTE THE FORCED LANDING, TO THE END OF THE RUNWAY. HE REPORTED THAT THE PROP STOPPED TURNING ON A SHORT FINAL APCH AND THE ACFT STRUCK THE GROUND SHORT OF THE RWY WHILE HE WAS ATTEMPTING TO RESTART THE ENG.

Brief of Accident (Continued)

File No. - 533 1/27/85 LEAGUE CITY,TX A/C Reg. No. N82048 Time (Lcl) - 0030 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
6. UNSAFE/HAZARDOUS CONDITION - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
7. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
9. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,9

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident
     File No. -  424       2/01/85    STOCKDALE,TX              A/C Reg. No. N8418V          Time (Lcl) - 1415 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                 DESTROYED                          Injuries
    Type of Operation          -POSITIONING                     Fire                     Fatal   Serious   Minor    None
    Flight Conducted Under     -14 CFR 91                                        Crew      0        0        0       1
    Accident Occurred During   -LANDING                          ON GROUND       Pass      0        0        0       0
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - ROCKWELL INTERNATIONL S-2R (THREng Make/Model - WRIGHT R-1300
    Landing Gear  - TAILWHEEL-ALL FIXED        Number Engines -  1                    ELT Installed/Activated - NO -N/A
    Max Gross Wt  -    7000                    Engine Type    - RECIPROCATING-CARBURETOR   Stall Warning System - YES
    No. of Seats  -       1                    Rated Power    -     600 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                        SAN ANGELO,TX
      Completeness    - N/A                     Destination                            Airport Data
    Basic Weather     - VMC                        SEGUIN,TX
      Wind Dir/Speed- 350/012 KTS                                                         Runway Ident     - N/A
      Visibility    -      5.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling         -  2000 FT BROKEN    Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                      Age -      39
    Certificate(s)/Rating(s)            Biennial Flight Review      Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       COMMERCIAL,CFI                      Current       - YES                    Flight Time (Hours)
       SE LAND,ME LAND                     Months Since  -  3          Total      -  10134        Last 24 Hrs -        2
                                           Aircraft Type - UNK/NR      Make/Model -      2        Last 30 Days- UNK/NR
                                                                       Instrument -    460        Last 90 Days-      261
                                                                       Multi-Eng  -   4250        Rotorcraft  -        4
       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING FLT, THE ENG BEGAN MISSING, SO THE PLT APPLIED CARB HEAT, BUT THIS DID NOT HELP. HE NOTED A TRACE OF ICE
ON THE UPPER PART OF THE WINDSHIELD & DECIDED TO LAND BEFORE THE ENG POWER DETERIORATED FURTHER. WHILE LANDING
IN A PASTURE, THE ACFT HIT SOFT SAND, WENT OVER ON ITS NOSE, BEGAN BURNING & WAS DESTROYED. NO REASON WAS FOUND
FOR THE PARTIAL LOSS OF POWER.

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File No. - 424 2/01/85 STOCKDALE,TX A/C Reg. No. N8418V Time (Lcl) - 1415 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Occurrence #4 FIRE
Phase of Operation STANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 426 2/02/85 CORSICANA,TX A/C Reg. No. N68422 Time (Lcl) - 1645 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ARLINGTON,TX
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
CORSICANA
Runway Ident - 32
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - ICE COVERED
SNOW - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 41
Make/Model- 41
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS ON A X-COUNTRY FLT WITH INTERMEDIATE STOPS AT CORSICANA & TERRELL, TX. AT CORSICANA, HE INITIATED A TOUCH & GO LANDING ON A PARTIALLY ICE COVERED RWY. AFTER HE APPLIED POWER TO TAKEOFF, THE ACFT BEGAN TO SWERVE. THE STUDENT STATED THAT THE LEFT WHEEL CAUGHT A SNOWBANK WHICH PULLED HIM TO THE LEFT & THAT HE HAD FAILED TO USE ENOUGH RUDDER TO CORRECT THE SITUATION. AFTER DEPARTING THE RWY, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 426 2/02/85 CORSICANA,TX A/C Reg. No. N68422 Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF CONTROL ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)
8. TERRAIN CONDITION - SNOW COVERED
9. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,8

Brief of Accident

File No. - 425 2/04/85 SABINE PASS,TX A/C Reg. No. N5796A Time (Lcl) - 0853 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AEROSPATIALE AS 355F-1
Landing Gear - SKID
Max Gross Wt - 4200
No. of Seats - 7

Eng Make/Model - ALLISON 250-C20F
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- 060/013 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds -
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Instrument Rating(s) - HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2554
Make/Model- 496
Instrument- 125
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 170
Rotorcraft - 2554

----Narrative----

WHILE EN ROUTE AT AN ALT OF 500 TO 700 FT, THE #1 ENG SPOOLED DOWN. THE PLT SECURED THE #1 ENG & TURNED BACK TOWARD THE HELIPORT TO MAKE A SINGLE ENG LANDING. HOWEVER, HE COULD NOT MAINTAIN LEVEL FLT & THE ROTOR RPM BEGAN DROPPING. THE PLT NOTED THAT THE #2 ENG HAD HI TEMP (ABOVE 900 DEGS) & LOW TORQUE. SUBSEQUENTLY, HE INFLATED THE POPOUT FLOATS & MADE A PARTIAL POWER LANDING IN A MARSH. DUE TO LOW ROTOR RPM, THE HELICOPTER TOUCHED DOWN HARD & WAS DAMAGED. THE #1 ENG WAS REMOVED & CHECKED IN A TEST CELL & IT OPERATED NORMALLY. THE #2 ENG WAS DAMAGED; HOWEVER, IT'S FUEL MANAGEMENT SYS CHECKED NORMAL. THE ACFT WAS BEING FLOWN IN RAIN SHOWERS WITHOUT USING THE ENG ANTI-ICE. OPERATOR PERSONNEL SUSPECTED THAT INLET ICING CAUSED THE #1 ENG TO FLAME OUT & THE #2 ENG TO LOSE PARTIAL POWER. A WITNESS ESTIMATED THE SURFACE AIR TEMP WAS 33 DEGS.

File No. - 425 2/04/85 SABINE PASS,TX A/C Reg. No. N5796A Time (Lcl) - 0853 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - ICING CONDITIONS
4. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
6. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - ICE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  428       2/08/85    MCCOY,TX                  A/C Reg. No. N79043            Time (Lcl) - 1530 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                  Crew    0        0        1        0
    Flight Conducted Under     -14 CFR 91                        ON GROUND            Pass    0        1        1        0
    Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172K                 Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2300                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                     Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                            MCCOY,TX
      Completeness   - N/A                        Destination                            Airport Data
    Basic Weather    - VMC                            LOCAL
      Wind Dir/Speed- 170/010 KTS                                                           Runway Ident     - N/A
      Visibility     -    6.0   SM                ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      3500 FT             Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling     -      3500 FT OVERCAST    Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation      - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                              Age -      44         Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)                    Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                      Current         - YES       Total        -   1294        Last 24 Hrs -       2
        SE LAND                                      Months Since    - 21        Make/Model-       635        Last 30 Days-       2
                                                     Aircraft Type - UNK/NR      Instrument-         8        Last 90 Days-      58
                                                                                 Multi-Eng -         7

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE HAD DEPARTED THE GALA RANCH STRIP & WAS FLYING AT APRX 100 FT AGL TO SHOW HIS PASSENGERS THEIR
RANCH PROPERTY. WHILE IN SLOW FLIGHT WITH THE FLAPS DEPLOYED, THE PLT ENTERED A DOWNWIND SKIDDING LEFT TURN. THE ACFT
SUBSEQUENTLY STALLED & IMPACTED THE GROUND IN A LEFT WING LOW, NOSE LOW ATTITUDE.
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File No. - 428 2/08/85 MCCOY,TX A/C Reg. No. N79043 Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

```
   File No  -  415       2/17/85    AUSTIN,TX                  A/C Reg. No. N2916R             Time (Lcl) - 1656 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                     Fire                  Crew    0        0         0        1
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass    0        0         0        1
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 310G                Eng Make/Model - CONTINENTAL IO-470-D      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    4990                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                    Rated Power    -     260 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
      Method          - N/A                         ROCKWALL,TX
      Completeness    - N/A                      Destination                             Airport Data
    Basic Weather     - VMC                         SAME AS ACC/INC                         ROBERT MUELLER
      Wind Dir/Speed- 140/007 KTS                                                           Runway Ident      - 17R
      Visibility      -   20.0    SM            ATC/Airspace                                Runway Lth/Wid  -  5006/  150
      Lowest Sky/Clouds  -      3200 FT SCATTERED  Type of Flight Plan - IFR                Runway Surface   - ASPHALT
      Lowest Ceiling          -  4500 FT BROKEN    Type of Clearance    - IFR                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg       - STRAIGHT-IN
      Precipitation           - NONE                                      FULL STOP
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      43             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current         - YES       Total       -   1309         Last 24 Hrs -        1
        SE LAND,ME LAND                        Months Since    - 11        Make/Model-      380         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-      214         Last 90 Days-       43
                                                                           Multi-Eng -      484

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF, THE PLT HEARD A LOUD NOISE AS THE GEAR WAS RETRACTED. HE CONTINUED TO THE DESTINATION, BUT WHEN HE
ARRIVED, HE WAS UNABLE TO GET A SAFE NOSE GEAR INDICATION. DURING THE LANDING, THE PLT DELAYED LOWERING THE NOSE &
KEPT THE WEIGHT ON THE MAIN GEAR AS LONG AS POSSIBLE, BUT THE NOSE SUBSEQUENTLY COLLAPSED. AN EXAM REVEALED THAT THE
NOSE GEAR DOOR ACTUATING RODS HAD BEEN DISCONNECTED DURING MAINTENANCE ON THE PREVIOUS DAY & HAD NOT BEEN RECONNECTED.

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File No. - 415 2/17/85 AUSTIN,TX A/C Reg. No. N2916R Time (Lcl) - 1656 CST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 416       2/23/85    BOERNE,TX                  A/C Reg. No. N47665            Time (Lcl) - 1810 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                        Fire                 Crew      0         0         0         1
     Flight Conducted Under    -14 CFR 91                        NONE                Pass      0         0         0         1
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - TAYLORCRAFT BC12-65       Eng Make/Model - CONTINENTAL A-75-8       ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1200                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -      75 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                               Airport Data
     Basic Weather    - VMC                         LOCAL                                    SABINA
       Wind Dir/Speed- 260/005 KTS                                                           Runway Ident     - 36
       Visibility     -    15.0   SM             ATC/Airspace                                Runway Lth/Wid   -  2300/   50
       Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     40               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         ATP                                     Current        - YES       Total      -  10161        Last 24 Hrs -        2
         SE LAND,ME LAND                         Months Since   -  9        Make/Model-     15         Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument-    717         Last 90 Days-       96
                                                                            Multi-Eng -   6088

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT AS HE WAS RETURNING TO THE ARPT FROM A LOCAL FLT, HE MADE A DESCENDING TURN FROM 2500 FT MSL
TO LOSE ALT, HE APPLIED CARB HEAT BEFORE RETARDING THE THROTTLE & CLEARED THE ENG AFTER ABOUT 180 DEG OF TURN.
AFTER ABOUT ANOTHER 180 DEG OF TURN, HE ADVANCED THE THROTTLE, BUT GOT NO RESPONSE FROM THE ENG. THE PLT WAS
UNABLE TO GLIDE TO THE RWY, SO HE LANDED IN AN OPEN AREA. HE WAS UNABLE TO STOP THE ACFT BEFORE COLLIDING WITH
TWO TREES. AN INVESTIGATION REVEALED THAT THE ACFT HAD BEEN RESTORED & HAD ACCUMULATED AN ADDITIONAL 18 HRS OF FLT
TIME. THE ORIGINAL FUEL TANK CAPS HAD BEEN REPLACED WITH NEW, UNVENTED CAPS.
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Brief of Accident (Continued)

File No. - 416   2/23/85   BOERNE,TX   A/C Reg. No. N47665   Time (Lcl) - 1810 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   DESCENT - NORMAL

Finding(s)
1. FUEL SYSTEM,CAP - IMPROPER
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
3. FUEL SYSTEM,VENT - INADEQUATE
4. FLUID,FUEL - STARVATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board dotermines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

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                     National Transportation Safety Board
                           Washington, D.C. 20594



                              Brief of Accident

   File No. - 419      3/05/85    LOCKHART,TX              A/C Reg. No. N4679B           Time (Lcl) - 1330 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew      0        0        0       1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      0        0        0       0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 180               Eng Make/Model - CONTINENTAL O-470-J       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2450                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                      SAN MARCOS,TX
       Completeness   - N/A                   Destination                               Airport Data
     Basic Weather    - VMC                     LOCAL                                      PRIVATE STRIP
       Wind Dir/Speed- UNK/NR                                                              Runway Ident      - 36
       Visibility   -    20.0   SM           ATC/Airspace                                  Runway Lth/Wid   -  2000
       Lowest Sky/Clouds -     CLEAR           Type of Flight Plan - NONE                  Runway Surface   - DIRT
       Lowest Ceiling      - NONE              Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - STRAIGHT-IN
       Precipitation       - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     49           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                            Current       - YES      Total     -   2500        Last 24 Hrs -       0
         SE LAND                            Months Since  - 17       Make/Model-   1500        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument-      0        Last 90 Days-      20


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS PRACTICING SHORT FIELD LANDINGS AT A PRIVATE LANDING STRIP. GOT TOO LOW ON THE APPROACH & SNAGGED HIS
HORIZONTAL STABILIZER ON A TREE STUMP ABOUT 10 FEET ABOVE GROUND LEVEL.

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File No. - 419   3/05/85   LOCKHART,TX   A/C Reg. No. N4679B   Time (Lcl) - 1330 CST

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 420       3/06/85    KOSSE,TX                        A/C Reg. No. N5526H             Time (Lcl) - 1710 CST
-------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-ON-DEMAND AIR TAXI                 Aircraft Damage                              Injuries
                                                                  SUBSTANTIAL                     Fatal   Serious   Minor   None
   Type of Operation          -PERSONAL                          Fire                    Crew      0        0        0       1
   Flight Conducted Under     -14 CFR 91                          NONE                   Pass      0        0        0       0
   Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - CESSNA 152                       Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/YES
   Landing Gear    - TRICYCLE-FIXED                   Number Engines -  1                         Stall Warning System - YES
   Max Gross Wt    -    1670                          Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats    -       2                          Rated Power    -     110 HP
-------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                      Itinerary                                  Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING         Last Departure Point                       OFF AIRPORT/STRIP
     Method          - N/A                             SAME AS ACC/INC
     Completeness    - N/A                         Destination                               Airport Data
   Basic Weather     - VMC                             MEXIA,TX
     Wind Dir/Speed- 090/012 KTS                                                               Runway Ident      - N/A
     Visibility      -    10.0   SM                ATC/Airspace                                Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -      5000 FT SCATTERED     Type of Flight Plan - NONE                Runway Surface    - N/A
     Lowest Ceiling          - NONE                  Type of Clearance   - NONE                Runway Status     - N/A
     Obstructions to Vision- NONE                    Type Apch/Lndg      - FORCED LANDING
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                              Age -      36                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)                    Biennial Flight Review                       Flight Time (Hours)
      PRIVATE                                      Current         - YES      Total      -    487        Last 24 Hrs -       3
      SE LAND                                      Months Since   -  3        Make/Model-      53        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR     Instrument-      62        Last 90 Days-      17


      Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A RETURN FLT FROM MCKINNEY TO COLLEGE STATION, TX, THE ENG LOST POWER & THE PLT MADE A FORCED LANDING ON A ROAD
NEAR KOSSE, TX. ON THE LANDING ROLL, THE ENG BEGAN RUNNING AGAIN. AFTER STOPPING, THE PLT ELECTED TO "CHECK IT OUT."
HE ESTIMATED 5 GALS OF FUEL WAS REMAINING IN EACH TANK. HE THEN ADDED 4 GALS MORE TO EACH TANK & OPERATED THE ENG
AT VARIOUS POWER SETTINGS FOR 30 MINS & NO DISCREPANCIES WERE NOTED, SO HE ELECTED TO FLY TO MEXIA. DURING TAKEOFF AT
APRX 40 FT AGL, THE ENG LOST POWER AGAIN. THE ACFT THEN STALLED, HIT THE GROUND LEFT WING FIRST & NOSED FORWARD.
NO REASON FOR THE LOSS OF POWER WAS FOUND.
```

Brief of Accident (Continued)

```
     File No. - 420      3/06/85    KOSSE,TX                      A/C Reg. No. N5526H          Time (Lcl) - 1710 CST
------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. UNDETERMINED
------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
------------------------------------------------------------------------------------------------------------------

Occurrence #3          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------

Occurrence #4          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident

   File No. - 560      3/10/85    PHARR,TX              A/C Reg. No. N352B          Time (Lcl) - 0610 CST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-ON-DEMAND AIR TAXI         Aircraft Damage                    Injuries
                                                          SUBSTANTIAL                Fatal   Serious   Minor   None
   Type of Operation          -TEST FLT                  Fire                 Crew     0        0        0       1
   Flight Conducted Under     -14 CFR 91                  NONE                Pass     0        0        0       0
   Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BEECH E18S              Eng Make/Model - P&W R-985              ELT Installed/Activated - UNK/NR
   Landing Gear   - TAILWHEEL-ALL RETRACTABLE  Number Engines -  2                    Stall Warning System - YES
   Max Gross Wt   -    9300                 Engine Type     - RECIPROCATING-CARBURETOR
   No  of Seats   -      10                 Rated Power     -     450 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                               Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
     Method         - N/A                     MCALLEN,TX
     Completeness   - N/A                   Destination                            Airport Data
   Basic Weather    - IMC                     LOCAL
     Wind Dir/Speed- 100/004 KTS                                                     Runway Ident     - N/A
     Visibility    -     2.000 SM          ATC/Airspace                              Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -                     Type of Flight Plan - NONE             Runway Surface   - N/A
     Lowest Ceiling          -   500 FT OBSCURED  Type of Clearance   - SPECIAL VFR  Runway Status    - N/A
     Obstructions to Vision- FOG               Type Apch/Lndg      - FORCED LANDING
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age - UNK/NR              Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                          Current       - UNK/NR    Total        - UNK/NR       Last 24 Hrs  - UNK/NR
        SE LAND,ME LAND                     Months Since  - UNK/NR    Make/Model   - UNK/NR       Last 30 Days - UNK/NR
                                            Aircraft Type - UNK/NR    Instrument   - UNK/NR       Last 90 Days - UNK/NR
                                                                      Multi-Eng    - UNK/NR       Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT TOOK OFF AT ABOUT 0600 CST ON A LOCAL TEST FLT FOLLOWING AN ENG CHANGE. HE RECEIVED A SPECIAL VFR CLEARANCE
FROM THE CONTROL TOWER, BUT DID NOT OBTAIN AN IFR CLEARANCE. AT 0605, THE WX AT MCALLEN, TX WAS IN PART: 500 FT
OBSCURED, VISIBILITY 2 MI, WIND FROM 100 DEGS AT 4 KTS. WHILE IN FLT, AN ENG LOST POWER & THE PROP WOULD NOT FEATHER.
SUBSEQUENTLY, THE ACFT WAS LANDED IN A SOFT PLOWED FIELD & WAS DAMAGED.

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File No. - 560 3/10/85 PHARR,TX A/C Reg. No. N352B Time (Lcl) - 0610 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. MISCELLANEOUS - UNDETERMINED
6. PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - FAILURE,TOTAL
7. PROPELLER FEATHERING - NOT POSSIBLE -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
8. TERRAIN CONDITION - OPEN FIELD
9. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 8,9

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Brief of Accident

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   File No. - 421      3/25/85    EAGLE LAKE,TX            A/C Reg. No. N23L             Time (Lcl) - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation          -OTHER                           Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        ON GROUND            Pass      0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-31                  Eng Make/Model - LYCOMING TIO-540-A1A     ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    6500                      Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                      Rated Power     -     310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing       - UNK/NR                   Last Departure Point                      ON AIRPORT
      Method          - UNK/NR                     UNK/NR
      Completeness    - UNK/NR                  Destination                              Airport Data
    Basic Weather     - UNK/NR                     UNK/NR                                  PRIVATE STRIP
      Wind Dir/Speed- UNK/NR                                                               Runway Ident      - UNK/NR
      Visibility      - UNK/NR                 ATC/Airspace                                Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -      UNK/NR           Type of Flight Plan - UNK/NR              Runway Surface    - UNK/NR
      Lowest Ceiling           - UNK/NR          Type of Clearance   - NONE                Runway Status     - UNK/NR
      Obstructions to Vision- UNK/NR             Type Apch/Lndg      - UNK/NR
      Precipitation            - UNK/NR
      Condition of Light       - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age - UNK/NR           Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        UNK/NR                                Current        - UNK/NR    Total       - UNK/NR        Last 24 Hrs - UNK/NR
                                              Months Since   - UNK/NR    Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR    Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                         Multi-Eng  - UNK/NR         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Narrative----
```

ON OR ABOUT 3/25/85, THE ACFT WAS LANDED ON A SHORT PRIVATE STRIP. DURING THE LANDING, IT OVERRAN THE STRIP, THEN COLLIDED WITH A DIRT BANK & A TREE. THE PLT ABANDONED THE ACFT. NEITHER HE NOR THE NEW OWNER COULD BE FOUND. THERE WAS EVIDENCE THAT THE ACFT HAD BEEN SET AFIRE AFTER THE ACCIDENT. THE ACFT BORE A REGISTRATION OF N23LX, BUT THE ACFT DATA PLATE & FAA RECORDS SHOWED THAT A REGISTRATION OF N23L SHOULD HAVE BEEN DISPLAYED. DURING A SEEMINGLY UNRELATED ARREST, POLICE FOUND THE RECORDS OF N23L IN ANOTHER ACFT THAT WAS LOADED WITH 1500 LBS OF MARIJUANA. THE PLT WAS PRESUMED TO HAVE HAD NO INJURIES.

Brief of Accident (Continued)

File No. - 421 3/25/85 EAGLE LAKE,TX A/C Reg. No. N23L Time (Lcl) - UNK/NR

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
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Brief of Accident

```
      File No. - 568       4/03/85    WEST JORDAN,UT               A/C Reg. No. N66952            Time (Lcl) - 1830 MST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                   Fatal   Serious   Minor    None
   Type of Operation          -INSTRUCTIONAL                 Fire                   Crew     0        0        0        1
   Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0        0
   Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YE
   Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                      Rated Power    -    110 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
     Method         - N/A                           SAME AS ACC/INC
     Completeness   - N/A                        Destination                              Airport Data
   Basic Weather    - VMC                           LOCAL                                    SALT LAKE CITY MUNICIPAL
     Wind Dir/Speed- 250/007 KTS                                                             Runway Ident    - 34
     Visibility     -   50.0   SM               ATC/Airspace                                 Runway Lth/Wid  - 5700/  100
     Lowest Sky/Clouds -     17000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface  - ASPHALT
     Lowest Ceiling        - 25000 FT BROKEN     Type of Clearance   - NONE                  Runway Status   - DRY
     Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation         - NONE                                      FULL STOP
     Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      28              Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
       NONE                                  Current         - N/A        Total        -     18        Last 24 Hrs - UNK/NR
                                             Months Since    - N/A        Make/Model-        18        Last 30 Days- UNK/NR
                                             Aircraft Type   - N/A        Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON HIS 1ST SOLO FLT. HIS INSTRUCTOR PLT REPORTED THAT THE STUDENT MADE A HIGH & FAST APCH.
THE ACFT TOUCHED DOWN ON ITS MAIN GEAR, BOUNCED, THEN CAME DOWN ON THE NOSE GEAR WHICH COLLAPSED. AFTER THE NOSE
GEAR COLLAPSED, THE ACFT SKIDDED OFF THE RWY. NEITHER THE STUDENT NOR HIS INSTRUCTOR WERE PROPERLY CERTIFIED. NEITHER
HAD A CURRENT MEDICAL CERTIFICATE.

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Brief of Accident (Continued)

File No. - 568 4/03/85 WEST JORDAN,UT A/C Reg. No. N66952 Time (Lcl) - 1830 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - FLIGHT INSTRUCTOR(ON GROUND)
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
7. FLARE - IMPROPER - PILOT IN COMMAND
8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)
10. DIRECTIONAL CONTROL - NOT POSSIBLE -
11. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 2,5,6

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                          National Transportation Safety Board
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                                   Brief of Accident
    File No. -  406       5/27/85    BLUFF,UT                  A/C Reg. No. N3561G          Time (Lcl) - 1830 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI
    Name of Carrier           -SHENK AVIATION             Aircraft Damage                        Injuries
    Type of Operation         -NON SCHED,DUMESTIC,PASSENGER DESTROYED                Fatal   Serious   Minor    None
    Flight Conducted Under    -14 CFR 135                 Fire              Crew       0        0        0        1
    Accident Occurred During  -STANDING                    ON GROUND        Pass       0        0        0        2
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-181
    Landing Gear   - TRICYCLE-FIXED          Eng Make/Model - LYCOMING O-360          ELT Installed/Activated - YES-UNK/NR
    Max Gross Wt   -    2450                 Number Engines -  1                        Stall Warning System - YES
    No. of Seats   -      4                  Engine Type    - RECIPROCATING-CARBURETOR
                                             Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Date                              Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   ON AIRPORT
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                    Destination                          Airport Data
    Basic Weather    - VMC                      CORTEZ,CO                              BLUFF
      Wind Dir/Speed- UNK/NR                                                           Runway Ident    - UNK/NR
      Visibility     - UNK/NR               ATC/Airspace                               Runway Lth/Wid  -  4400/   50
      Lowest Sky/Clouds  -      CLEAR         Type of Flight Plan - NONE               Runway Surface  - DIRT
      Lowest Ceiling         - NONE           Type of Clearance   - NONE               Runway Status   - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
       COMMERCIAL                             Current        - YES       Total        -   1387       Last 24 Hrs -        4
       SE LAND                                Months Since   -  6        Make/Model-     181       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      49       Last 90 Days-       24

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DESTROYED BY FIRE WHICH BEGAN DURING AN ENGINE START. THE PLT STATED THAT HE USED PORPER HOT ENGINE START
PROCEDURES. HE SAID THE THROTTLE WAS NOT PUMPED. THE PLT OBSERVED THAT THE FUEL PRESSURE WENT TO ZERO DURING THE SECOND
START ATTEMPT. SMOKE WAS SEEN COMING FROM THE ENGINE. THE ACFT FIRE EXTINGUISHER FAILED TO OPERATE AND THE ACFT WAS
COMPLETELY DESTROYED BY FIRE. DUE TO FIRE DAMAGE, THE PRE-ACCIDENT CONDITION OF THE CARBURETOR COULD NOT BE EVALUATED.
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Brief of Accident (Continued)

File No. - 406 5/27/85 BLUFF,UT A/C Reg. No. N3561G Time (Lcl) - 1830 MDT

Occurrence	FIRE
Phase of Operation	STANDING - STARTING ENGINE(S)

Finding(s)
1. FUEL SYSTEM,CARBURETOR - UNDETERMINED
2. FLUID,FUEL - LEAK
3. FUEL SYSTEM,CARBURETOR - FIRE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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Brief of Accident

File No. - 404 6/13/85 CLEARFIELD,UT A/C Reg. No. N7259P Time (Lcl) - 1830 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -CHECK FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BOUNTIFUL,UT
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 523
Make/Model- 110
Instrument- 64
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT/OWNER WAS RECEIVING A CAP CHECK RIDE WITH AN INSTRUCTOR PLT & A PASSENGER ABOARD THE ACFT. THE PLT REPORTED THAT DURING A SIMULATED ENG OUT EXCERCISE, THE ACFT GOT WITHIN 200 FT OF THE GROUND WHEN THE INSTURCTOR "GAVE ME ENGINE POWER BACK." THE ACFT CONTINUED TO DESCEND & SUBSEQUENTLY HIT THE GROUND. THE PLT STATED THAT THE ENG APPEARED TO NEVER REGAIN POWER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 404 6/13/85 CLEARFIELD,UT A/C Reg. No. N7259P Time (Lcl) - 1830 MDT

Occurrence	IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation	APPROACH - GO-AROUND (VFR)

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - CHECK PILOT
2. GO-AROUND - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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Brief of Accident

File No. - 407 6/13/85 MOAB,UT A/C Reg. No. N2282R Time (Lcl) - 1045 MDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
	Injuries			
Crew	0	0	1	0
Pass	0	1	0	0

----Aircraft Information----
Make/Model - CESSNA T210J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4
Eng Make/Model - CONTINENTAL TSIO-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ENGLEWOOD,CO
Destination
HITE,CO

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 800
Make/Model- 600
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 17
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----
THE PLT & A PASSENGER MADE A LOW LEVEL PASS OVER THE COLORADO RIVER TO DROP A PACKAGE TO FRIENDS, WHO WERE RAFTING ON THE RIVER. THE RIVER WAS IN A CANYON WITH WALLS APRX 500 TO 700 FT HIGH. THE PLT SAID THE ENG LOST POWER WHEN THE ACFT WAS IN THE CANYON, SO HE DITCHED THE PLANE IN THE RIVER. HE REPORTED THAT NO ENG PROBLEMS WERE NOTED PRIOR TO THE LOW PASS. THE ACFT WAS NOT RECOVERED DURING THE INVESTIGATION. THE ELEVATION OF THE CRASH SITE WAS APRX 4100 FT

Brief of Accident (Continued)

File No. - 407 6/13/85 MOAB,UT A/C Reg No. N2282R Time (Lcl) - 1045 MDT

Occurrence #1 FORCED LANDING
Phase of Operation LANDING

Finding(s)
1. UNDETERMINED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH TERRAIN
5. TERRAIN CONDITION - RISING
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 563 3/10/85 CHARLOTTESVILLE,VA A/C Reg. No. N1564E Time (Lcl) - 1127 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MANASSAS,VA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
CHARLOTTESVILLE ALBEMARLE
Runway Ident - 21
Runway Lth/Wid - 6001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	77	Last 24 Hrs -	3
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	9

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT DURING AN APCH TO LAND, MODERATE TURBULENCE WAS ENCOUNTERED & THAT THE WINDS WERE VARIABLE.
SINCE THE ACFT WAS LOW & FAST, HE ADJUSTED THE POWER & EXTENDED 10 THEN 20 DEG OF FLAPS. CROSSING THE THRESHOLD, HE
RETARDED THE THROTTLE TO IDLE & SUBSEQUENTLY ENTERED AN EXCESSIVE RATE OF DESCENT. THE ACFT BOUNCED AFTER TOUCHING
DOWN & BEGAN TO PORPOISE. AFTER THE 3RD BOUNCE, WITH THE THROTTLE STILL CLOSED, THE PLT ELECTED TO GO AROUND. HE
APPLIED POWER & ABORTED THE LANDING. ONCE IN THE PATTERN, HE REALIZED THERE WAS DAMAGE & MADE A FLY-BY, BUT TOWER PSNL
COULD NOT VERIFY THE DAMAGE. ON THE 2ND LANDING, THE ACFT BALLOONED & BOUNCED AGAIN. AFTER SEVERAL BOUNCES, THE NOSE
GEAR COLLAPSED & THE ACFT WAS STOPPED ON THE RWY.

Brief of Accident (Continued)

File No. - 563 3/10/85 CHARLOTTESVILLE,VA A/C Reg. No. N1564E Time (Lcl) - 1127 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - TURBULENCE
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - PERFORMED -
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. ABORTED LANDING - PERFORMED -

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. FLARE - IMPROPER - PILOT IN COMMAND
8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 497       3/20/85    ST. THOMAS,VI              A/C Reg. No. N49MA             Time (Lcl) - 1645 AST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                       Injuries
     Name of Carrier           -FOUR STAR AVIATION,INC.        SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO      Fire                   Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 135                     NONE                  Pass     0        0        0        0
     Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH E18S                  Eng Make/Model  - P&W R-985-AN14B          ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL RETRACTABLE   Number Engines  -  2                        Stall Warning System - YES
     Max Gross Wt   -  10100                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                      Rated Power     -    450 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFIN..    Last Departure Point                       ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAN JUAN,PR                              CYRIL E. KING
       Wind Dir/Speed- 130/012 KTS                                                            Runway Ident      - 27
       Visibility    -   30.0   SM              ATC/Airspace                                  Runway Lth/Wid    -  5358/  150
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - COMPANY (VFR)         Runway Surface    - ASPHALT
       Lowest Ceiling       - NONE                 Type of Clearance   - VFR                   Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      39              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                          Current        - YES          Total      -    5401        Last 24 Hrs -      2
         SE LAND,ME LAND                         Months Since   -  1           Make/Model-       71        Last 30 Days-     67
         GLIDER                                  Aircraft Type  - E18S         Instrument-      146        Last 90 Days-     71
                                                                               Multi-Eng -      308        Rotorcraft  -      1

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LOST CONTROL OF THE ACFT DURING TAKEOFF WITH A SLIGHT TAILWIND COMPONENT & THE ACFT GROUND LOOPED. LATER,
THE PLT REALIZED THAT THE TAIL WHEEL WAS NOT LOCKED.

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Brief of Accident (Continued)

File No. - 497 3/20/85 ST. THOMAS,VI A/C Reg. No. N49MA Time (Lcl) - 1645 AST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR,TAILWHEEL - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 461   4/07/85   SUNNYSIDE,WA   A/C Reg. No. N4379Z   Time (Lcl) - 1114 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/011 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PROSSER,WA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED AFTER COLLIDING WITH ELECTRICAL POWER LINES NEAR AN OPEN FIELD. INITIAL IMPACT WITH THE POWER LINES OCCURRED WHERE THE WIRES WERE ROUTED OVER A DRAW BETWEEN 2 RIDGES. THE ACFT CAME TO REST INVERTED BETWEEN THE POWER LINES & THE OPEN FIELD. THE ACFT WAS RELATIVELY INTACT WITH EXTENSIVE GROUND IMPACT DAMAGE TO THE LEFT WING & COMPRESSION & TWISTING TO THE REAR FUSELAGE. THERE WAS HEAVY SCRAPE MARKS ON THE LEFT MAIN GEAR. THE PROP SHOWED NO ROTATIONAL MARKS OR DAMAGE. THE LEFT FUEL CAP WAS OFF & SOME FUEL WAS REMAINING IN THE REAR CORNER. THE RIGHT FUEL CAP WAS IN PLACE. THE CARB HEAT CONTROL WAS WEDGED IN THE ON/HOT POSITION. THE CONNECTING WIRES TO THE STARTER SWITCH WERE FOUND CORRODED AT THE ATTACH SCREWS, THEY WERE PARTLY SEPARATED & THE CASE WAS BROKEN. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 461   4/07/85   SUNNYSIDE,WA   A/C Reg. No. N43797   Time (Lcl) - 1114 PST

Occurrence #1   LOSS OF POWER
Phase of Operation   UNKNOWN

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. -  480       6/08/85    PORT ORCHARD,WA          A/C Reg. No. N8490D          Time (Lcl) - 2030 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                  Injuries
                                                                SUBSTANTIAL                Fatal  Serious  Minor   None
    Type of Operation          -INSTRUCTIONAL                  Fire                Crew     0       0       0       2
    Flight Conducted Under     -14 CFR 91                       NONE               Pass     0       0       0       0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - ROBINSON R22              Eng Make/Model - LYCOMING O-320-B2C      ELT Installed/Activated   NO -N/A
    Landing Gear   - SKID                      Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    1300                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power     -     124 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination                            Airport Data
    Basic Weather     - VMC                        LOCAL                                  PORT ORCHARD
      Wind Dir/Speed- 360/010 KTS                                                         Runway Ident      - UNK/NR
      Visibility    -    20.0   SM             ATC/Airspace                               Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE               Runway Surface    - DIRT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status     - HIGH VEGETATION
      Obstructions to Vision- NONE               Type Apch/Lndg      - SIMULATED FORCED LANDING                 ROUGH
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,CFI                        Current        - UNK/NR     Total        -    358        Last 24 Hrs -       6
       SE LAND                               Months Since   - UNK/NR     Make/Model-       215        Last 30 Days- UNK/NR
       HELICOPTER                            Aircraft Type  - UNK/NR     Instrument-         0        Last 90 Days-     152
                                                                                                      Rotorcraft  -     215

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PLT (CFI) WITH ONLY 358 HRS TOTAL FLT TIME WAS DEMONSTRATING AN AUTOROTATION WITH A POWER RECOVERY.
DURING THE RECOVERY, THE CFI FAILED TO FULLY REGAIN RPM & THE HELICOPTER SETTLED TO THE SURFACE. WITH A LOW ROTOR
RPM, THERE WAS A LOSS OF TAIL ROTOR EFFECTIVENESS & THE HELICOPTER TURNED TO THE RIGHT. SUBSEQUENTLY, THE HELICOPTER
TOUCHED DOWN WITH FORWARD MOVEMENT & RIGHT YAW, THEN ROLLED OVER. THE CFI REPORTED THAT THE WIND WAS FROM THE NORTH
AT 10 GUSTING 15 KTS.

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Brief of Accident (Continued)

File No. - 480 6/08/85 PORT ORCHARD,WA A/C Reg. No. N8490D Time (Lcl) - 2030 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. AUTOROTATION - INITIATED - PILOT IN COMMAND(CFI)
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND(CFI)
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 513 4/29/85 BROADHEAD,WI A/C Reg. No. N25227 Time (Lcl) - 1830 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
JANESVILLE,WI
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
BRODHEAD
Runway Ident - 03
Runway Lth/Wid - 1520/ 100
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 73
Make/Model- 67
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT DURING ARRIVAL, HE ENTERED A TRAFFIC PATTERN FOR WHAT HE THOUGHT, ACCORDING TO HIS DIRECTIONAL GYRO, WAS RWY 9. RWY 9 WAS 2500 FT LONG; HOWEVER, HE LANDED ON RWY 3, WHICH WAS 1520 FT LONG. DURING THE LANDING, THE PLT WAS UNABLE TO STOP ON THE RWY. AFTER IT WENT OFF THE END, IT HIT A CONCRETE BLOCK WHICH WAS NOT VISIBLE IN THE GRASS. PRESUMABLY, THE PLT DID NOT X-CHECK HIS GYRO WITH THE MAGNETIC COMPASS.

Brief of Accident (Continued)

File No. - 519   4/29/85   BROADHEAD,WI   A/C Reg. No. N25227   Time (Lcl) - 1830 CDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. HEADING INDICATOR - IMPROPER USE OF - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. GO-AROUND - NOT PERFORMED -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

    File No. - 564      3/31/85    CASPER,WY              A/C Reg. No. N2482K          Time (Lcl) - 1400 MST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                             DESTROYED               Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire              Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                     NONE             Pass     0        0        0        1
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LUSCOMBE 8E                    Eng Make/Model - CONTINENTAL C-85-12      ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1400                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                         Rated Power    -       85 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing      - FSS                         Last Departure Point                   ON AIRPORT
      Method         - TELEPHONE                     THEMOPOLIS,WY
      Completeness   - FULL                        Destination                          Airport Data
    Basic Weather    - VMC                           SAME AS ACC/INC                      HARFORD
      Wind Dir/Speed- 360/030 KTS                                                         Runway Ident      - 03
      Visibility     - UNK/NR                    ATC/Airspace                             Runway Lth/Wid    -  1500/   60
      Lowest Sky/Clouds -     CLEAR                Type of Flight Plan - VFR              Runway Surface    - DIRT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- BLOWING SNOW         Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - SNOW
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     35           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
       PRIVATE                                 Current        - YES      Total      -    268        Last 24 Hrs -       0
       SE LAND                                 Months Since   - 23       Make/Model-    268        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-     10        Last 90 Days-       5


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
BEFORE REACHING THE DESTINATION, THE ACFT ENCOUNTERED TURBULENCE & THE PASSENGER BECAME ILL. THE FLT TRIED TO LAND
ON THE EAST-WEST RWY, BUT THE X-WIND WAS TOO STRONG, SO HE THEN ENTERED A PATTERN FOR RWY 3. AFTER TURNING INTO THE
WIND FOR A LANDING, THE ACFT ENCOUNTERED A GUST-LIKE CONDITION, THEN STALLED & IMPACTED THE GROUND. THERE WAS A FAST
MOVING SNOW SQUALL IN THE VICINITY WITH WIND GUSTS TO 58 KTS. ALSO, THERE WAS EVIDENCE THAT THE ACFT HAD ENCOUNTERED
WIND SHEAR.

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Brief of Accident (Continued)

File No. - 564   3/31/85   CASPER,WY   A/C Reg. No. N2482K   Time (Lcl) - 1400 MST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   APPROACH

Finding(s)
1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - WINDSHEAR

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

```
                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident
      File No. -  401      6/07/85    RIVERTON,WY              A/C Reg. No. N8280H           Time (Lcl) - 0700 MDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT        Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor    None
     Type of Operation          -AERIAL APPLICATION           Fire                 Crew     0        0          1        0
     Flight Conducted Under     -14 CFR 137                    NONE                Pass     0        0          0        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CALLAIR A-9               Eng Make/Model - LYCOMING O-540           ELT Installed/Activated - NO -N/A
     Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    2350                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       1                   Rated Power    -     230 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                              Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
        Method         - N/A                        SAME AS ACC/INC
        Completeness   - N/A                     Destination                          Airport Data
      Basic Weather    - VMC                        LOCAL
        Wind Dir/Speed - 270/006 KTS                                                     Runway Ident     - N/A
        Visibility     -    40.0    SM           ATC/Airspace                             Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -                       Type of Flight Plan - NONE             Runway Surface   - N/A
        Lowest Ceiling         - 15000 FT BROKEN   Type of Clearance   - NONE             Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age - UNK/NR               Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          NONE                                      Current        - N/A     Total       - UNK/NR         Last 24 Hrs - UNK/NR
                                                    Months Since   - N/A     Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                    Aircraft Type  - N/A     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AERIAL APPLICATION TURN-AROUND MANEUVER, THE ENG LOST POWER. THE PLT STATED THAT HE IMMEDIATELY CHANGED
THE FUEL SELECTOR & TURNED ON THE BOOST PUMP, BUT THE ACFT WAS TOO LOW FOR THE ENG TO HAVE TIME TO RESTORE POWER.
THE ENG HAD BEEN USING FUEL FROM A TANK THAT WAS LOW ON FUEL. NO FAA PLT CERTIFICATE WAS FOUND OR REPORTED.

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Brief of Accident (Continued)

File No. - 401   6/07/85   RIVERTON,WY   A/C Reg. No. N8280H   Time (Lcl) - 0700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION
6. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
7. EMERGENCY PROCEDURE - INITIATED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 3

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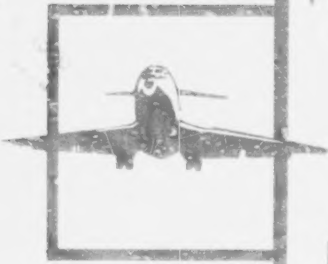
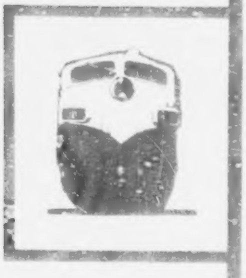


NATIONAL TRANSPORTATION SAFETY BOARD

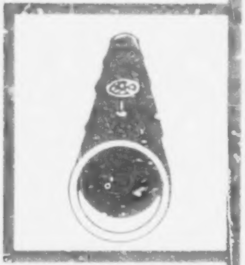
ORIGINAL



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVAIATION
ISSUE NUMBER 4 OF 1985 ACCIDENTS



NTSB/AAB-86/13

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/18	2. Government Accession No. PB86-916918	3. Recipient's Catalog No
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1985 - Issue Number 4		5. Report Date June 3, 1986
		6. Performing Organization Code
7. Author(s)		8. Performing Organization Report No.
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No
		11. Contract or Grant No.
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format
		14. Sponsoring Agency Code
15. Supplementary Notes		

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 0601 through 0800

17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather	18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 406	22. Price

NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 4

CALENDAR YEAR 1985

IV

File Order Listing - Issue No. 4, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
601	272CP	071085	AZTEC, NM	PETRACCA	GLASAIR SH	NONE	282
602	90906	030285	NEWBERRY, FL	CESSNA	170	NONE	120
603	5291G	031485	SUGAR LOAF KEY, FL	CESSNA	305A	MINOR	24
604	1814Y	031785	BIG PINE KEY, FL	CESSNA	172	NONE	128
605	7639P	031485	ZEPHYRHILLS, FL	PIPER	PA-24-180	NONE	122
606	142ER	031785	LAWTON, OK	DOUGLAS	A-26B	MINOR	306
607	2566A	080485	MCCARTHY, AK	PIPER	PA-22	SERIOUS	18
608	70008	080135	NOME, AK	CESSNA	185	MINOR	16
609	53135	073185	DRY CREEK MINE, AK	CESSNA	188	NONE	14
610	12CQ	031785	DORSET, VT	CESSNA	401A	FATAL	362
611	6716H	031685	WINTER HAVEN, FL	PIPER	J3C-85	FATAL	126
612	2633J	021685	DE QUINCY, LA	CESSNA	T-188C	NONE	218
613	79CM	032585	FORT MYERS, FL	PIPER	AEROSTAR 6	NONE	132
614	540N	031285	BARTER ISLAND, AK	DEHAVILLAND	DHC-6	SERIOUS	4
615	98164	051985	FAYETTEVILLE, GA	PIPER	J3C-65	NONE	162
616	991PG	052185	MILLEDGEVILLE, GA	GALLOWAY	B-8M	NONE	164
618	3FW	042085	MARLETTE, MI	WHEAT	PITTS S-1-	NONE	224
619	3946K	031585	MCKINNEY, TX	CESSNA	305E	NONE	350
620	5724S	051985	CHESTER, SC	SWIETZER	SGS-233	NONE	332
621	4049Y	050885	FRANKLIN, TN	BARNES	FF-7	SERIOUS	336
622	8180F	062785	LORDSBURG, NM	PIPER	PA-32R-301	NONE	278
623	9386B	030185	BANCROFT, ID	CESSNA	175	FATAL	176
624	6928F	032385	FRITCH, TX	CESSNA	150F	NONE	352
625	9035Z	032385	FREDERICK, OK	NORTH AMERIC	AT-6G	NONE	308
626	52690	032585	ROANOKE, TX	CESSNA	177	MINOR	354

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File Number	Aircraft Regist	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
627	733AN	030985	TEMPLE, TX	CESSNA	172N	NONE	348
628	9F64F	030285	SAN ANTONIO, TX	HUGHES	269C	SERIOUS	346
629	89599	050585	STRONGSVILLE, OH	CESSNA	120	MINOR	294
630	1181G	051285	LAKE GENEVA, WI	DASSAULT-BRE	FALCON 50	NONE	382
631	39628	051985	MILWAUKEE, WI	PIPER	PA-32T-300	NONE	384
632	15074	052585	NAPPANEE, IN	PIPER	PA-28-140	MINOR	200
633	4362F	051485	OSAGE BEACH, MO	PIPER	PA-46	NONE	250
634	8624L	042885	GRENOLA, KS	PIPER	PA-25-235C	NONE	204
635	96092	070285	CORNING, AR	CESSNA	152	NONE	34
636	8190U	040285	FULLERTON, CA	CESSNA	150M	MINOR	78
637	7320T	021685	FULLERTON, CA	CESSNA	T210L	MINOR	72
638	51347	051285	ATKINS, VA	CESSNA	150J	MINOR	360
639	8567G	031885	LEE VINING, CA	CESSNA	150F	FATAL	76
640	80241	040785	MULINO, OR	CESSNA	172M	NONE	310
641	563Y	070685	GRAND LAKE, CO	EIRIAVION OY	PIK-20E	NONE	114
642	5407J	040285	JOHNSON CITY, NY	CESSNA	421B	FATAL	285
643	3993P	032285	MARSTON MILLS, MA	JONES BOEING	JB-75	NONE	220
644	1339J	031085	WAYNESBURG, PA	ROCKWELL INT	112A	NONE	324
645	62541	031685	PRINCETON, NJ	CESSNA	172P	NONE	268
646	66RA	022785	READING, PA	PIPER	PA 22-108	NONE	320
647	49882	061585	PLAINSBORO, NJ	BELL	47G-3	NONE	274
648	8429T	032485	ZELIENOPLE, PA	PIPER	PA-32R-301	NONE	326
649	6704L	071185	PENN YAN, NY	BEECH	C23	NONE	288
650	71359	071185	BLOCK ISLAND, RI	CESSNA	182M	NONE	330
651	170AS	031085	PERKASIE, PA	CESSNA	170A	NONE	322

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652	68444	011085	BALLICO, CA	FAIRCHILD	M-62C	MINOR	58
653	81DA	021385	SANTA MARIA, CA	BEECH	BE-18	NONE	70
654	585B	042785	TRUCKEE, CA	BEECH	A35	NONE	88
655	4691Q	011185	SAN JOSE, CA	CESSNA	T210L	NONE	60
656	58399	011685	KAHULUI,MAUI, HI	HUGHES	369D	NONE	168
657	61155	071085	ELMENDORF AFB, AK	CESSNA	A-185F	MINOR	10
658	5102D	042785	PERRYSVILLE, OH	CESSNA	172N	NONE	292
659	71407	053085	HARRISON, NE	LUSCOMBE	8A	NONE	262
660	8976F	052985	WEST LIBERTY, IA	HUGHES	269C	NONE	170
661	32826	052585	BROOKLET, GA	PIPER	PA-28-140	SERIOUS	166
662	6587S	032485	FORT PIERCE, FL	CESSNA	150H	NONE	130
663	8943Y	042985	PECULIAR, MO	PIPER	PA-39	NONE	246
664	7012Y	062385	MANHATTAN, KS	PIPER	PA-30	NONE	208
665	80747	061385	BINGHAM, NE	CESSNA	172M	NONE	264
666	5780M	020685	ALTUS, OK	CESSNA	402B	FATAL	300
667	7786D	052385	ANCHORAGE, AK	PIPER	PA-18-150	NONE	8
668	8204A	012985	VICTORIA, TX	PIPER	PA-34-220T	FATAL	344
669	8078F	030985	WALDRON, MO	CESSNA	150F	FATAL	244
670	1994G	013185	SADSBURYVILLE, PA	CESSNA	414	FATAL	318
671	9734Q	031985	FLAGSTAFF, AZ	BEECH	B-19	FATAL	40
672	1ZF	022385	ROCKLEDGE, FL	GLOBE	SWIFT GC-1	FATAL	116
673	8852P	042585	WAKEENEY, KS	PIPER	PA-24-260	FATAL	202
674	2858T	070385	EL DORADO, KS	PIPER	PA-28-140	MINOR	210
675	51611	070385	VALLEY CENTER, KS	CESSNA	172B	NONE	212
676	34494	051685	HUNTSVILLE, AL	CESSNA	177B	NONE	20

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677	5844P	051285	SAVANNAH, GA	PIPER	PA-24-250	NONE	158
678	739UD	051285	GROXTON, GA	CESSNA	172N	NONE	160
679	951B	050985	CALWOOD, MO	BELL	47G	FATAL	248
680	95UP	041985	MENA, AR	BEECH	B95	FATAL	30
681	5267R	061785	JENISON, MI	CESSNA	172	NONE	234
682	5347Q	060785	FRANKENMUTH, MI	CESSNA	150	SERIOUS	232
683	9296F	060885	CLEVELAND, OH	HUGHES	269C	MINOR	298
684	36938	040785	ORLANDO, FL	THE BALLOON	FIREFLY 7B	FATAL	142
685	5543X	070385	PARAGOULD, AR	AERO COMMAND	S2R	NONE	36
686	4772Y	072885	NORCATUR, KS	PIPER	PA-25-235	NONE	216
687	13064	071185	OLATHE, KS	CESSNA	172M	NONE	214
688	6475V	032285	WINSLOW, AR	HELIO	COURIER H-	SERIOUS	28
689	3115U	030885	HAILEY, ID	FAIRCHILD	SA-227AC	NONE	178
690	89634	071985	MEMPHIS, TN	CESSNA	152	SERIOUS	340
691	3937D	050985	DOVER, TN	CESSNA	182A	NONE	338
692	6995B	060685	BRENTWOOD, CA	PIPER	PA-18-150	NONE	98
693	5425D	051385	OWYHEE RESERV., ID	BEECHCRAFT	H-35	NONE	182
695	5914G	052685	WAMIC, OR	CESSNA	150	MINOR	312
696	65907	051985	WENATCHEE, WA	SCHWEIZER	SGS 2-33A	MINOR	368
697	37HS	053085	ATHENA, OR	HILLER	UH-12E	NONE	314
698	6762K	062185	TWIN FALLS, ID	GRUMMAN	164B	NONE	186
699	9718T	070985	SHELBY, NC	CESSNA	T303	MINOR	254
700	935AB	062885	BURLEY, ID	BORRESON	DRAGON FLY	MINOR	190
701	66942	052585	CONCORD, CA	CESSNA	152	NONE	96
702	5588Q	022385	PUNTA GORDA, FL	MOONEY	M20D	FATAL	118

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File Number	Aircraft Regist.	Date	Location	Aircraft		Injury Index	Page
				Make	Model		
703	2129G	013185	BISHOP, CA	PIPER	PA-32RT-30	NONE	66
704	3258P	020685	CAMARILLO, CA	MILENIZ	QUICKIE 02	MINOR	68
705	2209J	072185	COLUMBIA, CA	CESSNA	150G	FATAL	108
706	4422P	072685	PRESCOTT, AZ	HUFF	SONERAI II	NONE	52
707	8304U	041485	CONCORD, CA	CESSNA	150M	NONE	80
708	2403N	042085	PRESCOTT, AZ	PIPER	PA 38-112	NONE	42
709	6891U	071485	LOS BANOS, CA	MOONEY	M-20-E	NONE	104
710	8964L	071285	PASO ROBLES, CA	GRUMMAN	AA-1B	MINOR	102
711	2193Z	072185	AVALON, CA	PIPER	PA-34-200T	NONE	106
712	5970B	062685	DAVISON, MI	CESSNA	182A	NONE	236
713	5054Y	041985	CLEARWATER, FL	BELLANCA	8KCAB	FATAL	150
714	54522	041085	PANAMA CITY BCH, FL	BELL	47G-2	SERIOUS	146
715	511FL	042585	FELTON, CA	PIPER	PA-28-140	MINOR	86
716	4877U	042585	PINON, AZ	CESSNA	TU-206G	MINOR	44
717	8188N	041485	MOORPARK, CA	PIPER	PA-28-140B	NONE	82
718	738LR	040985	GRANT, NM	CESSNA	172	NONE	276
719	38767	050985	CASA GRANDE, AZ	HILLER	12-C	NONE	48
720	15259	050485	BAKER, CA	PIPER	PA-32-300	NONE	92
721	76086	050485	JACKSON, CA	CESSNA	140	NONE	90
722	8889A	010785	DEATH VALLEY, CA	BEECH	B-35	FATAL	54
723	210NF	011085	HESPERIA, CA	CESSNA	T210L	SERIOUS	56
724	3983D	012485	HELENDALE, CA	PIPER	PA-24-400	MINOR	64
725	25231	062385	OROFINO, ID	LUSCOMB	8A	MINOR	188
727	6162M	081185	VASHON, WA	STINSON	108-3	MINOR	378
728	704UV	051885	SANTA ROSA, CA	CESSNA	150M	NONE	94

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
729	3778Q	052485	SPOKANE, WA	BEECH	V35	FATAL	372
730	5313[illegible]	050785	KETCHIKAN, AK	CESSNA	185	NONE	6
731	7396Z	062585	WENATCHEE, WA	PIPER	PA-25-235-	NONE	374
732	5511X	080485	CALDWELL, ID	ROCKWELL COM	S2R	NONE	194
733	80030	060885	TRUCKEE, CA	CONSOLIDATED	LAKE LA-4-	SERIOUS	100
734	4931G	071685	JUNEAU, AK	CESSNA	172N	NONE	12
735	222MR	062485	ALBANY, OR	CESSNA	310L	MINOR	316
736	2396E	071585	PACATELLO, ID	CESSNA	172	NONE	192
737	824CB	080785	VANCOUVER, WA	BEACHNER	QUICK SILV	FATAL	376
738	95043	042085	NO. HAMPTON, NH	PIPER	PA-28-140	FATAL	266
739	5764D	040785	LOCK HAVEN, PA	MOONEY	MO-20J	FATAL	328
740	6096P	062385	YUMA, CO	PIPER	PA-24-180	MINOR	110
741	731GN	070585	DEL NORTE, CO	CESSNA	A188B	NONE	112
742	6310U	030585	FOSS, OK	PIPER	PA-23-250	FATAL	304
743	3777P	021185	THOMPSON FALLS, MT	PIPER	PA-18	NONE	252
745	9592F	032085	ELMA, WA	HUGHES	269C	NONE	366
746	35515	081885	GOSHEN, NY	PIPER	J-3	NONE	290
747	739DA	042285	FORT MYERS, FL	CESSNA	172N	NONE	152
748	46494	042785	SHARPES, FL	CESSNA	172K	NONE	154
749	65010	080685	GRANTS, NM	STAR DUSTER	SA-300	SERIOUS	284
750	1754A	070485	TUCUMCARI, NM	PIPER	PA-18A	NONE	280
751	7126Y	081685	BOWMAN, ND	PIPER	PA-30/A	NONE	256
752	47500	081985	MOTT, ND	AERONCA	058B	NONE	258
753	39RW	080985	RAWLINS, WY	RICHARD A. W	GLASAIR SH	FATAL	388
754	7190C	060485	WICHITA, KS	CESSNA	172RG	FATAL	206

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755	3629K	072685	SAMSON, AL	SCHWEIZER	AG CAT	NONE	26
756	6121K	061685	EVELETH, MN	REPUBLIC	RC-3	FATAL	242
759	125ZL	052085	CHEWELAH, WA	CESSNA	205	FATAL	370
760	4956B	061185	BELMAR, NJ	CESSNA	152	FATAL	272
760	176FJ	061185	BELMAR, NJ	SIKORSKY	S76A	FATAL	270
761	1475M	052885	SAN MANUEL, AZ	CESSNA	TU-206E	FATAL	50
762	8942Z	042285	MENA, AR	CESSNA	310G	FATAL	32
763	8833B	052485	OMAHA, NE	BEECH	65-88	NONE	260
764	5180S	033185	ROCKLEDGE, FL	PIPER	PA-28-180	FATAL	136
765	100RN	022285	UTICA, MI	PIPER	PA-31T	FATAL	222
766	7586G	031585	LEESBURG, VA	CESSNA	172L	NONE	358
767	67955	052785	MARSHFIELD, WI	CESSNA	152	NONE	386
768	18066	052685	MARSHALL, MI	CESSNA	150	MINOR	228
769	1462	050685	PLYMOUTH, MI	CHADWICK	STITTS SA-	MINOR	230
770	4703S	061685	JEFFERSON, IA	JOEL K. SENT	RV-4	FATAL	172
771	6799D	070285	DENISON, IA	BRANTLY	B-2	NONE	174
772	8295G	081485	DYERSBURG, TN	CESSNA	188	NONE	342
773	609U	062785	ASHFORD, AL	GRUMMAN	G-164	NONE	24
774	47071	061585	ABBEVILLE, SC	CESSNA	152	NONE	334
775	2648R	041085	WABASSO, FL	PIPER	PA-28R-200	NONE	144
776	2428D	041685	VERO BEACH, FL	PIPER	PA-38-112	NONE	148
777	3910N	052485	BESSEMER, MI	MOONEY	M-20G	NONE	226
778	7401B	031885	LAKE ELMO, MN	CHAMPION	7EC	NONE	238
779	4707H	050785	ALLIANCE, OH	PIPER	PA-11-494	NONE	296
780	731VR	050885	VIRDEN, IL	CESSNA	A188B	NONE	196

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
781	4799A	050885	WEST BEND, WI	CESSNA	A152	NONE	380
782	98760	033185	BLAIRSVILLE, GA	PIPER	J-3C-65	NONE	156
783	8816N	052885	ATHENS, AL	PIPER	PA-28-140	NONE	22
784	84303	033085	KEY LARGO, FL	AERONCA	7AC	NONE	134
785	8705N	040585	KEY WEST, FL	PIPER	PA-28-140	NONE	138
786	280EZ	040585	CRYSTAL RIVER, FL	CANARD, INC.	LONG EZ	NONE	140
787	5122H	042885	BLISS, ID	PIPER	PA-14	FATAL	180
788	3608C	022485	SCOTTSDALE, AZ	BARNES	FF-8-24	NONE	38
789	89716	030185	BAKERSFIELD, CA	CESSNA	152	NONE	74
790	55448	042085	BORON, CA	CESSNA	172P	MINOR	84
791	2444R	043085	PARKER, AZ	CESSNA	182	NONE	46
792	7329U	020785	KOYUK, AK	CESSNA	207A	FATAL	2
793	29134	042685	MINNEAPOLIS, MN	CESSNA	T210L	NONE	240
794	34212	011285	EL MONTE, CA	CESSNA	177B	SERIOUS	62
795	3974W	031385	ANGOLA, IN	PIPER	PA-32-260	FATAL	198
797	240WT	061985	WAITSFIELD, VT	SCHEMPP-HIRT	VENTUS-B	FATAL	364
798	1815Q	051485	MURPHY, ID	CESSNA	177RG	FATAL	184
799	49831	041085	ARLINGTON, TX	CESSNA	152	SERIOUS	356
800	8160K	030385	STIGLER, OK	PIPER	PA-34-220T	FATAL	302

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1985 ACCIDENTS

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                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident

    File No. - 792       2/07/85    KOYUK,AK                A/C Reg. No. N7329U          Time (Lcl) - 0940 AST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                  Injuries
     Name of Carrier           -RYAN AIR SERVICE                 MINOR                  Fatal    Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO        Fire           Crew      1        0         0       1
     Flight Conducted Under    -14 CFR 135                       NONE          Pass      0        0         0       1
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 207A              Eng Make/Model - CONTINENTAL IO-520-F     ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED           Number Engines -  1                       Stall Warning System - YES
     Max Gross Wt  -   3600                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      6                   Rated Power    -    280 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                           Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                  ON AIRPORT
       Method         - N/A                      SHAKTOOLIK,AK
       Completeness   - N/A                    Destination                         Airport Data
     Basic Weather    - VMC                      KOYUK,AK                             KUYUK
       Wind Dir/Speed- CALM                                                           Runway Ident     - 02
       Visibility     -   25.0   SM           ATC/Airspace                            Runway Lth/Wid   -  2000/   60
       Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - VFR             Runway Surface   - GRAVEL
       Lowest Ceiling        - NONE             Type of Clearance   - NONE            Runway Status    - ICE COVERED
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE                                SNOW - DRY
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     68          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL                         Current          - YES      Total       -   2448       Last 24 Hrs -       1
         SE LAND,ME LAND,SE SEA             Months Since   -  4         Make/Model-    1006       Last 30 Days- UNK/NR
                                            Aircraft Type - 206/207     Instrument-      65       Last 90 Days-     234
                                                                        Multi-Eng -      11

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LANDED ABOUT 630 FT SHORT OF THE THRESHOLD OF RWY 02. THE PLT SAID HE PURPOSELY LANDED SHORT TO TAKE
ADVANTAGE OF A RWY UPSLOPE AND BECAUSE OF THE LOCATION OF SNOW REMOVAL EQUIPMENT AT THE OTHER END OF THE RWY. IN
LANDING SHORT HOWEVER HE LANDED ON PART OF THE RAMP WHICH USED TO BE AN OLD RWY. DURING THE LANDING THE ACFT STRUCK
A SNOWMOBILE DRIVER & FATALLY INJURED HIM.

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Brief of Accident (Continued)

File No. - 792 2/07/85 KOYUK,AK A/C Reg. No. N7329U Time (Lcl) - 0940 AST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  614        3/12/85     BARTER ISLAND,AK            A/C Reg. No. N540N                Time (Lcl) - 0015 MST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-COMMUTER                        Aircraft Damage                      Injuries
    Name of Carrier           -SEA AIRMOTIVE, INC.              SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire                   Crew     0          2         0         0
    Flight Conducted Under    -14 CFR 135                       NONE                  Pass     0          0         2         0
    Accident Occurred During  -APPROACH
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - DEHAVILLAND DHC-6             Eng Make/Model - P&W PT6-27             ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  2                        Stall Warning System - YES
    Max Gross Wt   -   12500                       Engine Type    - TURBOPROP
    No. of Seats   -       9                       Rated Power    -    620 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                      OFF AIRPORT/STRIP
      Method           TELEPHONE                    DEADHORSE,AK
      Completeness   - PARTIAL,LMTD BY PILOT      Destination                            Airport Data
    Basic Weather    - IMC                          LOCAL                                   STRIP 1186
      Wind Dir/Speed- 020/010 KTS                                                           Runway Ident     - 07
      Visibility     -      .750 SM             ATC/Airspace                                Runway Lth/Wid   -  1400/   75
      Lowest Sky/Clouds  -      300 FT            Type of Flight Plan - NONE                Runway Surface   - SNOW
      Lowest Ceiling        -   300 FT OBSCURED   Type of Clearance   - NONE                Runway Status    - ICE COVERED
      Obstructions to Vision- FOG                 Type Apch/Lndg      - GO AROUND
      Precipitation         - SNOW
      Condition of Light    - NIGHT(DARK)
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      26              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,ATP,CFI                     Current         - YES        Total       -   5311        Last 24 Hrs -      9
        SE LAND,ME LAND,SE SEA                 Months Since   -  2          Make/Model-   2098        Last 30 Days-     51
                                               Aircraft Type - 737          Instrument-    567        Last 90 Days-    167
                                                                            Multi-Eng -   2698

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT CRASHED APRX 1/2 MILE FROM THE DEPARTURE END OF A TEMPORARY WINTER LANDING STRIP. THE ACFT CONTACTED THE TERRAIN
IN A STEEP NOSE DOWN ATTITUDE. MARGINAL WX CONDITIONS PREVAILED WITH ICING REPORTED. INVESTIGATION REVEALED BOTH WING
LEADING EDGES WERE COVERED WITH APRX 3/16 OF ICE. AN A&P MECHANIC WHO ARRIVED AT THE SCENE SHORTLY AFTER THE ACCIDENT
STATED THAT THE SWITCH FOR THE DE-ICE BOOTS WAS IN THE "OFF" POSITION. BOTH PASSENGERS ON BOARD STATED THEY WERE STRUCK
BY UNSECURED CARGO DURING THE IMPACT.

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File No. - 614   3/12/85   BARTER ISLAND,AK   A/C Reg. No. N540N   Time (Lcl) - 0015 MST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. TERRAIN CONDITION - SNOW COVERED
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DARK NIGHT
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
6. WEATHER CONDITION - ICING CONDITIONS
7. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
8. WING - ICE
9. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
10. ALTITUDE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 730       5/07/85    KETCHIKAN,AK              A/C Reg. No. N5313Y           Time (Lcl) - 1650 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                    Fire                   Crew     0         0         0        1
     Flight Conducted Under     -14 CFR 91                    NONE                  Pass     0         0         0        2
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 185                 Eng Make/Model - CONTINENTAL TSIO-520-D    ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - AMPHIBIAN                  Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    3100                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power    -    300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                    Airport Proximity
     Wx Briefing      - UNK/NR                    Last Departure Point                         ON AIRPORT
       Method         - UNK/NR                      WRANGELL,AK
       Completeness   - UNK/NR                   Destination                                 Airport Data
     Basic Weather    - VMC                         KETCHIKAN PT,AK                            KETCHIKAN PENNISULA POINT
       Wind Dir/Speed- 130/003 KTS                                                             Runway Ident      - 22
       Visibility     -   20.0    SM            ATC/Airspace                                   Runway Lth/Wid    - 10000/  200
       Lowest Sky/Clouds  -      1800 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - WATER
       Lowest Ceiling         -  2800 FT BROKEN     Type of Clearance   - NONE                 Runway Status     - WATER-CALM
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age - UNK/NR           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                 Current        - UNK/NR    Total       -    5025         Last 24 Hrs -       3
        SE LAND,ME LAND,SE SEA                  Months Since   - UNK/NR    Make/Model-     2000         Last 30 Days- UNK/NR
        HELICOPTER                              Aircraft Type  - UNK/NR    Instrument-       40         Last 90 Days-      55
                                                                           Multi-Eng -      100         Rotorcraft  -    2425

        Instrument Rating(s)  - NONE
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----Narrative----
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AFTER DEPARTURE THE PLT STATED HE SELECTED GEAR UP. HE STATED THAT THE GEAR INDICATOR LIGHTS INDICATED THAT ONE GEAR AS STILL IN THE DOWN POSITION. HE SAID HE RECYLCLED THE GEAR AND THEN CHECKED THE GEAR INDICATOR BLUBS. THE PILOT SAID HE THEN HAND PUMPED THE GEAR UNTIL HE BELIEVED THE GEAR TO THE BE IN THE UP POSITION. THE ACFT TOUCHED DOWN ON THE WATER AND THEN NOSED OVER AS THE GEAR WAS STILL DOWN. THE FLOAT PLATE WAS FOUND TO BE INSTALLED BACKWARDS. FAA INSPECTORS TALKED TO FOUR WITNESSES WHO SAID THAT ALL GEAR WAS IN THE DOWN POSITION. THE LEFT GEAR CAN BE CHECKED VISUALLY FROM THE COCKPIT.

Brief of Accident (Continued)

File No. - 730 5/07/85 KETCHIKAN,AK A/C Reg. No. N5313Y Time (Lcl) - 1650 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - WATER,GLASSY
2. WHEELS DOWN LANDING IN WATER - IMPROPER - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
7. WINDOW,INSPECTION/OBSERVATION - LACK OF
8. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. -  667       5/23/85    ANCHORAGE,AK               A/C Reg. No. N7786D           Time (Lcl) - 1738 ADT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                 Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass     0        0        0        1
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18-150            Eng Make/Model - LYCOMING O-320-A2A       ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1500                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
      Method         - N/A                        SEWARD,AK
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                        ANCHORAGE,AK                              MERRILL FIELD
      Wind Dir/Speed- 240/004 KTS                                                           Runway Ident     - 33
      Visibility     -    50.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  2469/   60
      Lowest Sky/Clouds  -      9000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - 20000 FT OVERCAST   Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE                                      FULL STOP
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     38           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current         - YES     Total       -    640      Last 24 Hrs -      5
          SE LAND                                Months Since    -  1      Make/Model-      200      Last 30 Days-     32
                                                 Aircraft Type - C-185     Instrument-        0      Last 90 Days-     36
                                                                           Multi-Eng -        1

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT LOST CONTROL DURING LANDING & GROUNDLOOPED. THE PLT STATED THE HEEL OF HIS SHOE SLIPPED OFF THE BRAKE PEDAL
WHEN AN ATTEMPT TO APPLY THE BRAKES WAS MADE.

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File No. - 667 5/23/85 ANCHORAGE,AK A/C Reg. No. N7786D Time (Lcl) - 1738 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 657       7/10/85    ELMENDORF AFB,AK          A/C Reg. No. N61155             Time (Lcl) - 1456 ADT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                    Fire                  Crew    0        0        0         1
    Flight Conducted Under     -14 CFR 91                    NONE                 Pass    0        0        1         2
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A-185F          Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/YES
    Landing Gear   - FLOAT                  Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3320                Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       4                Rated Power     -     300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                   ON AIRPORT
      Method         - TELEPHONE                  SAME AS ACC/INC
      Completeness   - FULL                   Destination                            Airport Data
    Basic Weather    - VMC                        BELUGA LAKE,AK                       SIX MILE LAKE SEAPLANE
      Wind Dir/Speed- 270/005 KTS                                                      Runway Ident     - 27
      Visibility     -   50.0   SM            ATC/Airspace                             Runway Lth/Wid   -  4200 -UNK/NR
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - VFR           Runway Surface   - WATER
      Lowest Ceiling       - 23000 FT BROKEN       Type of Clearance   - NONE          Runway Status    - WATER - CHOPPY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                   Age -     32            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)         Biennial Flight Review               Flight Time (Hours)
        PRIVATE,COMMERCIAL,MILITARY       Current       - YES      Total      -    776        Last 24 Hrs -        1
        SE LAND,SE SEA                    Months Since  - UNK/NR   Make/Model-       5        Last 30 Days- UNK/NR
        HELICOPTER                        Aircraft Type - C-185    Instrument-      20        Last 90 Days-       56
                                                                                              Rotorcraft  -      721

        Instrument Rating(s)  - HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
IMMEDIATELY AFTER TAKEOFF FROM A LAKE THE ACFT STALLED, DID A HALF SPIN & NOSED INTO THE WATER. WITNESSES REPORTED
SEEING ACFT NOSE PITCHING UP & DOWN & WINGS WOBBLING JUST PRIOR TO THE STALL. THIS WAS PLT'S FIRST FLT IN THIS TYPE
ACFT WITHOUT AN INSTRUCTOR. THE ACFT WAS HEAVILY LOADED WITH PASSENGERS & FISHING GEAR. THE PLT STATED THAT AFTER
TAKEOFF, HE ADJUSTED THE RPM TO CLIMB PWR THEN ADJUSTED THE FLAPS WHICH WAS THE ORDER IN WHICH HE WAS INSTRUCTED TO
DO SO. THE ACFT FLT MANUAL SAYS TO ADJUST FLAPS FIRST THEN PWR.

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File No. - 657   7/10/85   ELMENDORF AFB,AK   A/C Reg. No. N61155   Time (Lcl) - 1456 ADT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2

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                                          Brief of Accident

      File No. - 734       7/16/85    JUNEAU,AK                  A/C Reg. No. N4931G           Time (Lcl) - 2020 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                      Fire                  Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0         0         0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172N                   Eng Make/Model - LYCOMING O-320 SERIES     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2300                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                        Rated Power    -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                       ON AIRPORT
       Method         - IN PERSON                   SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                            JUNEAU INT'L
       Wind Dir/Speed- 280/008 KTS                                                             Runway Ident     - 26
       Visibility     -    20.0    SM           ATC/Airspace                                   Runway Lth/Wid   -  8400/  150
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - VFR                    Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                   Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN
       Precipitation          - NONE                                    FULL STOP
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     33            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                Current        - YES      Total      -      86       Last 24 Hrs -       1
         SE LAND                                Months Since   - 12       Make/Model-       4       Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR   Instrument-       0       Last 90 Days-       8


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT RETURNING FROM LOCAL FLIGHT LOST VISUAL CONTACT WITH RUNWAY DURING FLARE DUE TO SUNGLARE. ATCT HAD CLEARED ACFT
TO RUNWAY AND NO REQUEST FOR CHC INITIATED BY PLT, OR GO AROUND ATTEMPTED.

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                                         Brief of Accident (Continued)

      File No. -  734       7/16/85    JUNEAU,AK                    A/C Reg. No. N4931G              Time (Lcl) - 2020 PDT
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
   1. LIGHT CONDITION - SUNGLARE
   2.    VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
   3.       IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
   4.       IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
   5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
   6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
   7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
   8. FLARE - NOT ATTAINED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #3          GEAR COLLAPSED
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
   9. LANDING GEAR,MAIN GEAR - OVERLOAD
  10. LANDING GEAR,NOSE GEAR - OVERLOAD
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,9,10
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 609       7/31/85   DRY CREEK MINE,AK         A/C Reg. No. N53135             Time (Lcl) - 1345 ADT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor      None
      Type of Operation         -BUSINESS                       Fire                   Crew     0         0          0          1
      Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0         0          0          0
      Accident Occurred During  -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 188                  Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    4200                     Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       1                     Rated Power     -     300 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                       BRADLEY,AK
        Completeness   - N/A                    Destination                               Airport Data
      Basic Weather    - VMC                       SAME AS ACC/INC
        Wind Dir/Speed- CALM                                                                 Runway Ident      - N/A
        Visibility    -    90.0   SM           ATC/Airspace                                  Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -      9000 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface    - N/A
        Lowest Ceiling          - NONE           Type of Clearance     - NONE                Runway Status     - N/A
        Obstructions to Vision- NONE             Type Apch/Lndg        - TRAFFIC PATTERN
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -      43              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                      Current        - YES          Total       -   4418         Last 24 Hrs -        2
         SE LAND,SE SEA                      Months Since   -  7           Make/Model-      300         Last 30 Days-       20
                                             Aircraft Type  - C-185        Instrument-      160         Last 90 Days-       60


         Instrument Rating(s)   - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHILE ON FINAL APCH APRX 100 FT FROM TOUCHDOWN, THE ACFT YAWED TO THE LEFT AND THE LEFT WING
DROPPED. THE ACFT CONTACTED THE GROUND APRX 25 FT LEFT OF THE RWY AND NOSED OVER.

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Brief of Accident (Continued)

File No. - 609 7/31/85 DRY CREEK MINE,AK A/C Reg. No. N53135 Time (Lcl) - 1345 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

    File No. - 608      8/01/85    NONE,AK                   A/C Reg. No  N70008          Time (Lcl) - 1844 ADT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                         Injuries
    Name of Carrier           -FOSTER AVIATION                SUBSTANTIAL                    Fatal    Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                   Crew     0         0         1        0
    Flight Conducted Under    -14 CFR 135                     NONE                   Pass     0         0         1        5
    Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 185              Eng Make/Model - CONTINENTAL O-520        ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3350                 Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                 Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                  ON AIRPORT
      Method          - N/A                       BREVIG MISSION,AK
      Completeness    - N/A                  Destination                          Airport Data
    Basic Weather     - VMC                       SAME AS ACC/INC                     NOME
      Wind Dir/Speed- 280/016 KTS                                                   Runway Ident     - 20
      Visibility     -    35.0   SM        ATC/Airspace                             Runway Lth/Wid   -  5576/  150
      Lowest Sky/Clouds  -     3500 FT SCATTERED  Type of Flight Plan - VFR         Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE             Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - STRAIGHT-IN
      Precipitation        - NONE                                   FULL STOP
      Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     40          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                          Current        - YES     Total      -    8200      Last 24 Hrs -       3
          SE LAND,SE SEA                      Months Since   -  1      Make/Model-    1020      Last 30 Days-     150
                                              Aircraft Type - C-185    Instrument-     150      Last 90 Days-     250
                                                                       Multi-Eng -      50

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED ON SHORT FINAL APCH HE NOTICED A X-WIND STRONGER THEN EXPECTED. AFTER TOUCHDOWN DIRECTIONAL CONTROL OF
THE ACFT WAS LOST. THE ACFT THEN EXITED THE RWY INTO A OPEN DITCH. AT THE TIME OF THE ACCIDENT THE WIND WAS 280 DEGS
AT 12 KTS.

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File No. - 608 8/01/85 NOME,AK A/C Reg. No. N70008 Time (Lcl) - 1844 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

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   File No. -  607       8/04/85    MCCARTHY,AK                 A/C Reg. No. N2566A            Time (Lcl) - 0915 ADT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire                   Crew      0         0         1         0
    Flight Conducted Under    -14 CFR 91                       NONE                  Pass      0         1         0         1
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22                    Eng Make/Model - LYCOMING O-290-D2          ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    1650                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                        Rated Power     -      135 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                     Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                          OFF AIRPORT/STRIP
      Method         - N/A                         DAN CREEK,AK
      Completeness   - N/A                      Destination                                 Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC
      Wind Dir/Speed- 270/005 KTS                                                              Runway Ident    - N/A
      Visibility    -    60.0   SM             ATC/Airspace                                    Runway Lth/Wid  - N/A
      Lowest Sky/Clouds -    10000 FT SCATTERED  Type of Flight Plan - NONE                    Runway Surface  - N/A
      Lowest Ceiling        - NONE               Type of Clearance   - NONE                    Runway Status   - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg     - UNK/NR
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     28           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current       - YES       Total      -    289         Last 24 Hrs -       4
        SE LAND                              Months Since  - 11        Make/Model-    174         Last 30 Days-      50
        HELICOPTER                           Aircraft Type - PA-22     Instrument- UNK/NR         Last 90 Days-     107
                                                                       Multi-Eng -     60         Rotorcraft  -      62

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE EXECUTING A 180 DEG RIGHT TURN THE ACFT DRIFTED 50 FT TO THE EAST OF RWY 19 WHERE IT
STRUCK A ROW OF TREES. THE ACFT CONTINUED IN A STEEP DESCENDING TURN. THE ACFT STALLED AND CRASHED INTO A WOODED AREA.

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Brief of Accident (Continued)

File No. - 607   8/04/85   MCCARTHY,AK   A/C Reg. No. N2566A   Time (Lcl) - 0915 ADT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 676       5/16/85    HUNTSVILLE,AL            A/C Reg. No. N34494            Time (Lcl) - 1455 CDT
---------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                              SUBSTANTIAL            Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                      Fire              Crew     0        0        0       1
    Flight Conducted Under   -14 CFR 91                       NONE            Pass     0        0        0       0
    Accident Occurred During -LANDING
---------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 177B               Eng Make/Model - LYCOMING O-360-A1F6D    ELT Installed/Activated - YES/NO
    Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt  -   2800                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      4                    Rated Power    -     180 HP
---------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                            Airport Proximity
    Wx Briefing     - FSS                     Last Departure Point                 ON AIRPORT
      Method        - TELEPHONE                 GREENVILLE,TN
      Completeness  - UNK/NR                  Destination                         Airport Data
    Basic Weather   - VMC                       SAME AS ACC/INC                      MADISON COUNTY SKYPARK
      Wind Dir/Speed- 270/015 KTS                                                    Runway Ident     - 27
      Visibility    -     7.0   SM          ATC/Airspace                             Runway Lth/Wid   -  2370/  160
      Lowest Sky/Clouds -     4500 Ft SCATTERED  Type of Flight Plan - VFR           Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE            Type of Clearance   - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                  Age -     46              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)        Biennial Flight Review                 Flight Time (Hours)
       STUDENT                         Current       - N/A       Total      -      58        Last 24 Hrs -       4
                                       Months Since  - N/A       Make/Model-       58        Last 30 Days- UNK/NR
                                       Aircraft Type - N/A       Instrument-        1        Last 90 Days-      30

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DRIFTED RIGHT OF RWY CENTER LINE DURING LANDING ROLL & THE PLT ABORTED THE LANDING BY APPLYING FULL PWR. THE
ACFT CONTINUED OFF THE RWY AND THE NOSE WHEEL DUG INTO THE SOFT SOIL RESULTING IN THE ACFT NOSING OVER.

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Brief of Accident (Continued)

File No. - 676 5/16/85 HUNTSVILLE,AL A/C Reg. No. N34494 Time (Lcl) - 1455 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - SOFT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 783       5/28/85    ATHENS,AL                    A/C Reg. No. N8816N           Time (Lcl) - 1000 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                  Crew     0        0         0        1
    Flight Conducted Under    -14 CFR 91                        NONE                Pass     0        0         0        1
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140            Eng Make/Model - LYCOMING O-360-A1D       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2050                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                     Rated Power     -     180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         KENOSHA,WI
      Completeness   - N/A                     Destination                               Airport Data
    Basic Weather    - VMC                         DECATUR,AL
      Wind Dir/Speed- 270/006 KTS                                                           Runway Ident     - N/A
      Visibility     -     7.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling        - NONE               Type of Clearance    - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     61          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current       - YES       Total       -     780         Last 24 Hrs -        4
        SE LAND                                 Months Since  - 24        Make/Model-       89         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      111         Last 90 Days-       46
                                                                          Multi-Eng  -      51

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT LOST PWR WHILE EN ROUTE FROM KENOSHA, WI, TO DECATUR, AL, AND ATTEMPTED A FORCED LANDING ON AN AG STRIP. DURING
THE LANDING ROLL THE ACFT STRUCK A TRUCK WHICH WAS PARKED IN THE MIDDLE OF THE RUNWAY. DURING POST CRASH EXAMINATION
OF THE ACFT NO FUEL WAS FOUND IN OR AROUND THE WRECKAGE. THERE WAS ALSO NO EVIDENCE OF ANY FUEL LEAKAGE.

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Brief of Accident (Continued)

File No. - 783 5/28/85 ATHENS,AL A/C Reg. No. N8816N Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 773        6/27/85     ASHFORD,AL                    A/C Reg. No. N609U              Time (Lcl) - 1410 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT            Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation           -AERIAL APPLICATION              Fire                   Crew      0        0        0        1
    Flight Conducted Under      -14 CFR 137                       NONE                  Pass      0        0        0        0
    Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN G-164                  Eng Make/Model - P&W R-985-AN1          ELT Installed/Activated - UNK/NR
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    3725                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                        Rated Power    -     450 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           ASHFORD,AL
      Completeness   - N/A                        Destination                               Airport Data
    Basic Weather    - VMC                           SAME AS ACC/INC                           LUCKY FLD
      Wind Dir/Speed- CALM                                                                    Runway Ident     - 10
      Visibility     -   10.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  1550/   50
      Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface   - GRASS/TURF
      Lowest Ceiling          - NONE               Type of Clearance   - NONE                   Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                     FULL STOP
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      38              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                      Flight Time (Hours)
        COMMERCIAL                               Current       - YES        Total       -   2110        Last 24 Hrs -       6
        SE LAND                                  Months Since  - 15         Make/Model-    1618        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-       0        Last 90 Days-      69

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS RETURNING TO THE PRIVATE AG STRIP AFTER COMPLETING A SPRAY RUN. DURING THE LANDING THE PILOT FOUND THAT
THE LEFT BRAKE WAS INOP. IN ORDER TO PREVENT RUNNING OFF END OF THE 1500 FT RWY, THE PLT ELECTED TO GROUND LOOP
THE AIRCRAFT. DURING THE ATTEMPTED GROUND LOOP THE ACFT RAN OFF THE SIDE OF THE RWY AND COLLIDED WITH A
DIRT EMBANKMENT. EXAMINATION OF THE LANDING GEAR REVEALED THAT THE LEFT BAKE DISC PAD WAS BADLY WORN.
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Brief of Accident (Continued)

File No. - 773 6/27/85 ASHFORD,AL A/C Reg. No. N609U Time (Lcl) - 1410 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - DIRT BANK
2. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE
3. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 3

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                                              National Transportation Safety Board
                                                      Washington, D.C. 20594


                                                         Brief of Accident

       File No. -  755             7/26/85    SAMSON,AL                   A/C Reg. No. N3629K                Time (Lcl) - 1700 CDT
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)              Aircraft Damage                         Injuries
                                                                       SUBSTANTIAL                 Fatal    Serious     Minor     None
      Type of Operation          -AERIAL APPLICATION                  Fire                 Crew       0         0         0         1
      Flight Conducted Under     -14 CFR 137                           NONE                Pass       0         0         0         0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - SCHWEIZER AG CAT                Eng Make/Model - P&W R1340                ELT Installed/Activated - NO -N/A
      Landing Gear  - TAILWHEEL-ALL FIXED             Number Engines -   1                         Stall Warning System - YES
      Max Gross Wt  -    5200                         Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -       1                         Rated Power    -    600 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
        Method        - N/A                           SAMSON,AL
        Completeness  - N/A                        Destination                            Airport Data
      Basic Weather   - VMC                           SAME AS ACC/INC
        Wind Dir/Speed- 190/008 KTS                                                          Runway Ident     - N/A
        Visibility    - UNK/NR                    ATC/Airspace                               Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
        Lowest Ceiling        -  6000 FT BROKEN     Type of Clearance   - NONE               Runway Status    - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     29                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                              Current       - YES          Total     -   2903          Last 24 Hrs -      12
          SE LAND                                 Months Since  -  5           Make/Model-    675          Last 30 Days-     118
                                                  Aircraft Type - C-172        Instrument-      0          Last 90 Days-     119


          Instrument Rating(s)  - UNK/NR
-------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS DAMAGED IN A FORCED LNDG AFTER A PWR LOSS DURING A SWATH RUN. DURING THE LDG A PWR LINE WAS STRUCK
AND THE ACFT WAS PULLED SIDEWAYS WHICH CAUSED A GROUNDLOOP AND RESULTED IN DAMAGES. LYON FLYING SERVICES OF WELSH
LA DISMANTLED THE ENG & FOUND NO REASON FOR ENG STOPPAGE OR POWER LOSS. THE TEMPERATURE & DEW POINT WERE CONDUCIVE TO
CARB ICING.

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File No. - 755 7/26/85 SAMSON,AL A/C Reg. No. N3629K Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                     Washington, D.C. 20594


                                        Brief of Accident

     File No. - 688        3/22/85    WINSLOW,AR                A/C Reg. No. N6475V              Time (Lcl) - 1300 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                  Crew     0         1        0        0
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0         1        0        0
     Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HELIO COURIER H-295          Eng Make/Model - LYCOMING GO480-G1D6        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3400                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                      Rated Power    -     295 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing       - FSS                       Last Departure Point                      OFF AIRPORT/STRIP
       Method          - TELEPHONE                   SAME AS ACC/INC
       Completeness    - FULL                     Destination                             Airport Data
     Basic Weather     - VMC                         SPRINGDALE,AR
       Wind Dir/Speed- 190/009 KTS                                                           Runway Ident      - N/A
       Visibility     -     6.0   SM              ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      UNK/NR             Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling         -   1200 FT BROKEN    Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- FOG                  Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                              Current         - YES      Total       -    5550         Last 24 Hrs -       2
          SE LAND,ME LAND,SE SEA                  Months Since    -  1       Make/Model-     2000         Last 30 Days-      10
          HELICOPTER                              Aircraft Type - B-47       Instrument- UNK/NR           Last 90 Days-      45
                                                                             Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE LEFT WING OF THE ACFT CONTACTED A TREE DURING AN ATTEMPTED TAKEOFF FROM A 1200 FT LONG GRASS FLD. THE ACFT THEN
ROTATED 180 DEGS AND IMPACTED THE GROUND. THE PLT HAD LANDED THE ACFT IN THE FLD ON 3/21/85 WHEN DETERIORATING WX WAS
ENCOUNTERED IN-FLIGHT. THE TAKEOFF WAS BEING MADE DOWNHILL WITH 40 FT TALL TREES AT THE END OF THE FLD. THE ACFT LIFTED
OFF APRX 800 FT DOWN THE FLD. TAKEOFF WAS ATTEMPTED WITH A PASSENGER AND 90 TO 100 GALLONS OF FUEL ON BOARD (APRX
100 LBS BELOW MAX GROSS WT).

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      File No. -  688       3/22/85    WINSLOW,AR                   A/C Reg. No. N6475V            Time (Lcl) - 1300 CST
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Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. OBJECT - TREE(S)
  2.   PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
-----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 380       4/19/85    MENA,AR                     A/C Reg. No. N95UP              Time (Lcl) - 1440 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                               Injuries
                                                               DESTROYED                       Fatal    Serious    Minor     None
    Type of Operation           -FLT. TEST                    Fire                     Crew      1         0         0         0
    Flight Conducted Under      -14 CFR 91                     ON GROUND               Pass      1         0         0         0
    Accident Occurred During    -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - BEECH B95               Eng Make/Model - LYCOMING O-360-A1A        ELT Installed/Activated - UNK/NR
    Landing Gear    - TRICYCLE-RETRACTABLE    Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt    -   4100                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                  Rated Power     -      180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
      Method          - N/A                       SAME AS ACC/INC
      Completeness    - N/A                    Destination                               Airport Data
    Basic Weather     - VMC                       LOCAL                                     INTERMTN. REGINAL
      Wind Dir/Speed- 180/015 KTS                                                           Runway Ident     - 17
      Visibility     -    10.0   SM             ATC/Airspace                                Runway Lth/Wid  -  5000/   75
      Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE                Runway Surface  - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance   - NONE                Runway Status   - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LAND
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     60              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES        Total      -   16000          Last 24 Hrs  - UNK/NR
        SE LAND,ME LAND                         Months Since   -  3         Make/Model - UNK/NR          Last 30 Days - UNK/NR
                                                Aircraft Type - UNK/NR      Instrument - UNK/NR          Last 90 Days - UNK/NR
                                                                            Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
N95UP WAS MAKING THE FIRST FLT AFTER BOTH ENGINES WERE OVERHAULED. THE OWNER OF THE OVERHAUL FACILITY WAS THE PILOT AND
THE PASSENGER WAS THE FOREMAN WHO WAS RESPONSIBLE FOR INSTALLING ENGINES. A WITNESS WHO IS EMPLOYED ON THE AIRPORT HEARD
THE ACFT TAKEOFF AND SAID THE ENGINES DID NOT SOUND RIGHT. HE FOLLOWED THE SOUND OF THE ACFT AND THEN SAW IT NE OF THE
AIRPORT HEADING TOWARD THE MIDDLE OF THE N/S RWY, THE ONLY RWY AVAILABLE. THE ACFT WAS AT LOW ALT WITH THE LEFT PROP
FEATHERED AND LANDING GEAR DOWN. WHEN THE ACFT WAS 1/4 MI FROM RWY IT HIT A 50 FT TALL PINE TREE, ROLLED INVERTED AND
CRASHED. VMC WITH STRONG, GUSTY SURFACE WINDS PREVAILED AT THE TIME OF THE ACDT. ACCORDING TO THE OWNER'S MANUAL THE
SINGLE ENGINE RATE OF CLIMB WITH GEAR UP AND PROP FEATHERED AT 2500 FT PRESSURE ALT FOR A 3500# ACFT IS 8320 FT/MIN.
FOR WINDMILLING PROP AND GEAR DOWN CONFIGURATION THE RATE OF CLIMB IS -230 FT/MIN. EXAM OF THE ACFT AND LEFT ENGINE DID
NOT REVEAL EVIDENCE OF ANY PREIMPACT FAILURE/MALFUNCTION.
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Brief of Accident (Continued)

File No. - 680   4/19/85   MENA,AR   A/C Reg. No. N95UP   Time (Lcl) - 1440 CST

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
2. OBJECT - TREE(S)
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
6. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 762      4/22/85    MENA,AR                  A/C Reg. No. N8942Z          Time (Lcl) - 0816 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              DESTROYED                  Fatal    Serious    Minor    None
    Type of Operation         -PERSONAL                      Fire                 Crew     1         0         0        0
    Flight Conducted Under    -14 CFR 91                      NONE                 Pass     1         0         0        0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
--- Aircraft Information----
    Make/Model     - CESSNA 310G                Eng Make/Model - LYCOMING TIO-540 SER     ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - UNK/NR
    Max Gross Wt   -    4990                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                    Rated Power    -     310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                       OFF AIRPORT/STRIP
      Method          - IN PERSON                 FAYETTEVILLE,AR
      Completeness    - FULL                    Destination                              Airport Data
    Basic Weather     - VMC                       CORPUS CHRISTI,TX
      Wind Dir/Speed- 140/011 KTS                                                          Runway Ident      - N/A
      Visibility     -     6.0   SM           ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE                Runway Surface    - N/A
      Lowest Ceiling         -  2000 FT BROKEN   Type of Clearance   - NONE                Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - RAIN SHOWERS
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     38              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current        - YES        Total       -    473        Last 24 Hrs -       1
        SE LAND                                Months Since   - 18         Make/Model-       18        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument -      21        Last 90 Days-      32
                                                                           Multi-Eng  -      18

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED OUT OF CONTROL AFTER AN IN-FLT AIRFRAME FAILURE. THE PLT HAD ENTERED AN AREA OF THUNDERSTORMS
AFTER BEING ADVISED THAT VFR FLT WAS NOT RECOMMENDED IN THAT AREA. THE PLT WAS SINGLE ENG RATED AND HIS FLT TIME
IN THIS 2 ENG ACFT WAS 18 HRS.

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Brief of Accident (Continued)

File No. - 762 4/22/85 MENA,AR A/C Reg. No. N8942Z Time (Lcl) - 0816 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
8. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
10. WING - OVERLOAD
11. WING - FAILURE,TOTAL
12. FLIGHT CONTROL SURFACES/ATTACHMENTS - OVERLOAD
13. FLIGHT CONTROL SURFACES/ATTACHMENTS - FAILURE,TOTAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

     File No. - 635       7/02/85    CORNING,AR                  A/C Reg. No. N96092            Time (Lcl) - 1630 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI                Aircraft Damage                  Injuries
                                                                    DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation         -INSTRUCTIONAL                     Fire                Crew     0        0        0        1
      Flight Conducted Under    -14 CFR 91                          NONE               Pass     0        0        0        0
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA 152                  Eng Make/Model - LYCOMING O-235          ELT Installed/Activated - YES/YES
      Landing Gear  - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt  -    1650                     Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats  -       2                     Rated Power     -     110 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                    Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                         OFF AIRPORT/STRIP
        Method         - UNK/NR                     MEMPHIS,TN
        Completeness   - WEATHER NOT PERTINENT     Destination                               Airport Data
      Basic Weather    - VMC                          JONESBORO,AR
        Wind Dir/Speed- 270/008 KTS                                                            Runway Ident     - N/A
        Visibility     -     4.000 SM           ATC/Airspace                                   Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - VFR                    Runway Surface   - DIRT
        Lowest Ceiling     - NONE                 Type of Clearance   - NONE                   Runway Status    - SOFT
        Obstructions to Vision- HAZE              Type Apch/Lndg      - PRECAUTIONARY LANDING
        Precipitation      - NONE
        Condition of Light - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     21              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
          STUDENT                              Current        - N/A       Total      -     45         Last 24 Hrs - UNK/NR
                                               Months Since   - N/A       Make/Model-      45         Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A       Instrument-       0         Last 90 Days-      9


          Instrument Rating(s)  - NONE
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----Narrative----
THE STUDENT PLT BECAME DISORIENTED WHILE ON A SOLO CROSS COUNTRY FLT. WHEN THE ACFT BECAME LOW ON FUEL THE PLT DECIDED
TO LAND ON A PLOWED FLD. THE FLD WAS SOFT AND THE ACFT NOSED OVER SHORTLY AFTER TOUCHDOWN.

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Brief of Accident (Continued)

File No. - 635 7/02/85 CORNING,AR A/C Reg. No. N96092 Time (Lcl) - 1630 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. BECAME LOST/DISORIENTED
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                     Brief of Accident

    File No. - 685       7/03/85    PARAGCULD,AR              A/C Reg. No. N5543X            Time (Lcl) - 1000 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -AERIAL APPLICATION            Fire                   Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 137                     NONE                  Pass     0        0        0        0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - AERO COMMANDER S2R            Eng Make/Model - P&W R-1340AN1           ELT Installed/Activated - NO -N/A
     Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt    -    6000                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       1                       Rated Power    -    600 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                         Destination                              Airport Data
     Basic Weather    - VMC                            LOCAL
       Wind Dir/Speed- 235/005 KTS                                                              Runway Ident     - N/A
       Visibility     -    10.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - DIRT
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                        Age -     37            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                             Current          - YES      Total       -   1973        Last 24 Hrs -      8
          SE LAND                                Months Since   - 23         Make/Model-    1663        Last 30 Days- UNK/NR
                                                 Aircraft Type - C-172       Instrument-      48         Last 90 Days-     175


          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS BEING USED IN AERIAL APPLICATION OF ORDRAM WHEN ENGINE FAILED. A HARD LANDING RESULTED DURING THE FORCED
LANDING IN AN OPEN FLD. INVESTIGATION REVEALED THE FLOAT NEEDLE SEAT ASS'Y BACKED OUT OF THE THREADS IN THE MAIN BODY
OF THE CARBURETOR FAR ENOUGH TO HAVE RESULTED IN FUEL STARVATION TO THE CARBURETOR. THREADS ON ONE SIDE OF THE BRASS
SEAT ASS'Y WERE FOUND SUBSTANTIALLY WORN.

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Brief of Accident (Continued)

File No. - 685 7/03/85 PARAGOULD,AR A/C Reg. No. N5543X Time (Lcl) - 1000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FUEL SYSTEM,CARBURETOR - FAILURE,TOTAL
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  788       2/24/85    SCOTTSDALE,AZ            A/C Reg. No. N3608C            Time (Lcl) - 1715 MST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      ON GROUND          Pass      0        0        0        6
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BARNES FF-8-24              Eng Make/Model - N/A                  ELT Installed/Activated - NO -N/A
     Landing Gear   - UNK/NR                      Number Engines - N/A                     Stall Warning System - NO
     Max Gross Wt   - UNK/NR                      Engine Type    - UNK/NR
     No. of Seats   - UNK/NR                      Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                          UNK
       Wind Dir/Speed- 275/004 KTS                                                           Runway Ident     - N/A
       Visibility     -   60.0   SM              ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE                Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - VALLEY/TERRAIN FOLLOWING                 HIGH VEGETATION
       Precipitation         - NONE                                      FULL STOP
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age - UNK/NR           Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
        COMMERCIAL                               Current        - YES     Total     -      0         Last 24 Hrs -       0
                                                 Months Since  -  6       Make/Model-    197         Last 30 Days- UNK/NR
        FREE BALLOON                             Aircraft Type - UNK/NR   Instrument- UNK/NR         Last 90 Days-       0
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON LANDING THE BALLOON TOUCHED DOWN SHORT OF THE DESIRED LANDING AREA. THE PILOT HEATED SLIGHTLY IN ORDER TO PROCEED
TO SMOOTH FIELD. A STRONG GUST PICKED UP THE BALLOON AND TOOK IT INTO POWER LINES WHICH ARCED AND THE BALLOON
CAUGHT FIRE. THE PILOT STATED THAT THE WINDS WERE 4 KNOTS GUSTING TO 20 KNOTS.

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File No - 786 2/24/85 SCOTTSDALE,AZ A/C Reg. No. N3608C Time (Lcl) - 1715 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. WEATHER CONDITION - GUSTS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
5. PERFORMANCE DATA - SELECTED - PILOT IN COMMAND
6. PLANNED APPROACH - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 671   3/19/85   FLAGSTAFF,AZ   A/C Reg. No. N9734Q   Time (Lcl) - 2200 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH B-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/002 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
FLAGSTAFF,AZ
Destination
HAWTHORNE,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - B-19

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 592
Make/Model- 528
Instrument- 3
Last 24 Hrs - 2
Last 30 Days- 13
Last 90 Days- 25

Instrument Rating(s) - NONE

----Narrative----

AFTER RECEIVING NUMEROUS WEATHER BRIEFINGS, THAT REPORTED INSTRUMENT METEOROLOGICAL CONDITIONS AND MARGINAL VISUAL METEOROLOGICAL CONDITIONS, THE PILOT TOOKOFF INTO THE DARK NIGHT, FOR HIS RETURN FLIGHT, OVER MOUNTAINOUS TERRAIN. THE AIRCRAFT IMPACTED A MOUNTAIN RIDGE, APPROXIMATELY 150 FEET BELOW THE CREST, ABOUT 6 MILES FROM THE AIRPORT OF DEPARTURE.

Brief of Accident (Continued)

File No. - 671 3/19/85 FLAGSTAFF,AZ A/C Reg. No. N97340 Time (Lcl) - 2200 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - RAIN
2. LIGHT CONDITION - DARK NIGHT
3. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                  Brief of Accident

    File No. - 708      4/20/85    PRESCOTT,AZ             A/C Reg. No  N2403N            Time (Lcl) - 1500 MST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                    NONE               Pass     0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA 38-112             Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1670                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     112 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                     OFF AIRPORT/STRIP
      Method         - TELEPHONE                   SAME AS ACC/INC
      Completeness   - FULL                     Destination                             Airport Data
    Basic Weather    - VMC                         PHOENIX,AZ
      Wind Dir/Speed- 190/012 KTS                                                          Runway Ident      - N/A
      Visibility    -     65.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      15000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface    - N/A
      Lowest Ceiling         - 25000 FT OVERCAST    Type of Clearance    - NONE             Runway Status     - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     59              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total      -   2360         Last 24 Hrs -       4
        SE LAND                                 Months Since   -  7       Make/Model -    490         Last 30 Days- UNK/NR
                                                Aircraft Type  - PA-38    Instrument -    110         Last 90 Days-      87


        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED RWY 21. THE REPORTED SURFACE WINDS WERE 190 DEGS AT 12 KTS GUSTING TO 29 KTS. THE ACFT WAS CLIMBING
AT 200 FPM UNTIL REACHING 800 FT AGL. THE PLT REPORTED THAT HE CONSIDERED THE CLIMB RATE AS BEING TOO SLOW AND
ELECTED TO NEGOTIATE A PRECAUTIONARY LANDING IN A SAGE BRUSH COVERED FIELD. DURING THE LANDING ROLL THE LEFT
WING STRUCK A SECTION OF OLD FENCE POST WHICH WAS COVERED BY THE SAGE BRUSH. THE AIRPORT IS SURROUNDED BY
MOUNTAINOUS TERRAIN AND IS SUBJECT TO EXTENSIVE DOWNDRAFTS. THE CALCULATED DENSITY ALTITUDE WAS 6200 FT.
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File No. - 708 4/20/85 PRESCOTT,AZ A/C Reg. No. N2403N Time (Lcl) - 1500 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. JUDGEMENT - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. - 716        4/25/85    PINON,AZ                    A/C Reg. No. N4877U            Time (Lcl) - 0715 MST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor      None
     Type of Operation          -BUSINESS                        Fire                  Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0         0         1         0
     Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA TU-206G                Eng Make/Model - CONTINENTAL TSIO-520-M    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3600                       Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                       Rated Power     -     310 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRSTRIP
       Method         - N/A                           PHOENIX,AZ
       Completeness   - N/A                        Destination                            Airport Data
     Basic Weather    - VMC                           SAME AS ACC/INC                          PINON
       Wind Dir/Speed- CALM                                                                    Runway Ident      - 19
       Visibility     -     35.0    SM           ATC/Airspace                                  Runway Lth/Wid    -   3200/    50
       Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE                 Runway Surface    - DIRT
       Lowest Ceiling          - NONE               Type of Clearance    - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg       - STRAIGHT-IN
       Precipitation           - NONE                                      FULL STOP
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                              Age -     45              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                    Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                     Current          - YES      Total       -     525         Last 24 Hrs -      2
         SE LAND                                     Months Since    - 20        Make/Model-     305         Last 30 Days-      8
                                                     Aircraft Type - TU-206G     Instrument-       8         Last 90 Days-     22
                                                                                 Multi-Eng -       5

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
AT THE CONCLUSION OF A CROSS COUNTRY BUSINESS FLT. PLT INITIATED A STRAIGHT IN APPROACH AFTER MONITORING THE WIND
CONDITIONS BY OBSERVING A FLAG, WHICH HE REPORTED AS "LIMP." PLT REPORTED THAT TOUCHDOWN OCCURRED AT "50 KNOTS"
FOLLOWING A FULL FLAP APPROACH AT  "60 KNOTS." AFTER A SHORT GROUND ROLL, PLT SAID THE ACFT "FLOATED OFF THE RUNWAY"
AND HE ADDED A SMALL AMOUNT OF PWR TO CUSHION THE NEXT TOUCHDOWN. PLT STATED THAT THE ACFT THEN DRIFTED OFF THE LEFT
SIDE OF THE RUNWAY IN A WINGS LEVEL ATTITUDE AND HE INITIATED A GO-AROUND WITH THE ADDITION OF FULL POWER. PLT SAID
HE BEGAN A SHALLOW RIGHT TURN TO MOVE BACK OVER THE RUNWAY AND THE ACFT CONTINUED TO BANK TO THE RIGHT UNTIL IMPACT
WITH THE GROUND DESPITE FULL CONTROL APPLICATION IN THE APPOSITE DIRECTION. EXAMINATION OF THE WRECKAGE FAILED TO
REVEAL ANY PROBLEM WITH THE CONTROL SYSTEM.
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Brief of Accident (Continued)

File No. - 716 4/25/85 PINON,AZ A/C Reg. No. N4877U Time (Lcl) - 0715 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. GROUND LOOP/SWERVE - INITIATED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
4. TERRAIN CONDITION - GROUND
5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                    Brief of Accident

   File No. -  791      4/30/85    PARKER,AZ                A/C Reg. No. N2444R          Time (Lcl) - 1000 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire               Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                       NONE               Pass     0        0        0       4
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182            Eng Make/Model - CONTINENTAL O-470          ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED        Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2800               Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4               Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                 ON AIRPORT
       Method         - N/A                       CHINO,CA
       Completeness   - N/A                    Destination                        Airport Data
     Basic Weather    - VMC                       SAME AS ACC/INC                    AVI SUQUILLA
       Wind Dir/Speed- 180/020 KTS                                                   Runway Ident     - 19
       Visibility     -    50.0   SM         ATC/Airspace                            Runway Lth/Wid   -  4800/   75
       Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - NONE            Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE           Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     64          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review             Flight Time (Hours)
        COMMERCIAL                           Current      - YES      Total       -   8000       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                      Months Since -  4       Make/Model-     500       Last 30 Days- UNK/NR
                                             Aircraft Type - PA-28   Instrument-       0       Last 90 Days- UNK/NR
                                                                     Multi-Eng -     350

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THAT HE ENCOUNTERED SHIFTING WINDS ON LANDING AT HIS DESTINATION AIRPORT AND THAT TURBULENCE
WAS SEVERE. THERE IS NO RECORD OF A WEATHER BRIEFING PRIOR TO DEPARTURE.

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Brief of Accident (Continued)

File No. - 791 4/30/85 PARKER,AZ A/C Reg. No. N2444R Time (Lcl) - 1000 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. WEATHER CONDITION - WINDSHEAR

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 719        5/09/85    CASA GRANDE,AZ            A/C Reg. No. N38767             Time (Lcl) - 0940 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire                 Crew      0       0         0        2
     Flight Conducted Under    -14 CFR 91                       NONE                Pass      0       0         0        0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HILLER 12-C                 Eng Make/Model - FRANKLIN 6V4-200-C33      ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                        Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -   2500                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      3                      Rated Power    -     200 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method         - N/A                         CASA GRANDE,AZ
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         LOCAL                                    THREE POINT
       Wind Dir/Speed- 180/005 KTS                                                           Runway Ident     - 17
       Visibility     -     75.0   SM            ATC/Airspace                                Runway Lth/Wid   -  2850/  150
       Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE                Runway Surface   - DIRT
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
       Precipitation           - NONE                                    SIMULATED FORCED LANDING
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     42             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
          ATP,CFI                              Current        - YES     Total        -  11140       Last 24 Hrs  -       2
          SE LAND,ME LAND                      Months Since   - 14      Make/Model-      360       Last 30 Days- UNK/NR
          HELICOPTER                           Aircraft Type  - UNK/NR  Instrument-     1200       Last 90 Days-     180
                                                                        Multi-Eng  -    2550       Rotorcraft   -     540

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS DEMONSTRATING AUTOROTATIONS TO A TOUCHDOWN ON A DIRT RWY INTO A 5 KT HEADWIND. ON THE FINAL LANDING HE
SAID THAT THE TOUCHDOWN FELT THE SAME AS OTHERS HE HAD DONE. SPEED AT TOUCHDOWN WAS 15 MPH AND THE HELICOPTER
SLID FORWARD IN A STRAIGHT LINE FOR A DISTANCE OF ABOUT 3 HELICOPTER LENGHTS. AS IT CAME TO A STOP THE LEFT SIDE OF
THE FORWARD CROSSOVER TUBE FAILED, THE LEFT SKID COLLAPSED, AND A MAIN ROTOR BLADE STRUCK THE TAIL BOOM.
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File No. - 719   5/09/85   CASA GRANDE,AZ   A/C Reg. No. N38767   Time (Lcl) - 0940 MST

Occurrence #1   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,SKID ASSEMBLY - FAILURE,PARTIAL
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. LANDING GEAR,SKID ASSEMBLY - OVERLOAD

Occurrence #2   PROPELLER/ROTOR CONTACT
Phase of Operation   LANDING - ROLL

Finding(s)
4. MISC ROTORCRAFT,TAIL BOOM - PENETRATED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

    File No. - 761      5/28/85    SAN MANUEL,AZ          A/C Reg. No. N1475M          Time (Lcl) - 1930 MST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                            DESTROYED                Fatal   Serious   Minor    None
   Type of Operation         -ILL. DRG FLT                 Fire              Crew      1        0        0        0
   Flight Conducted Under    -14 CFR 91                     NONE             Pass      1        0        0        0
   Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------
-- -Aircraft Information----
   Make/Model     - CESSNA TU-206E          Eng Make/Model - CONTINENTAL TS10-520-C   ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    3600                 Engine Type    - RECIP-FUEL INJECTED
   No. of Seats   -       1                 Rated Power    -     285 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
     Method         - N/A                      UNKNOWN
     Completeness   - N/A                    Destination                           Airport Data
   Basic Weather    - VMC                      UNK/NR
     Wind Dir/Speed- 250/007 KTS                                                     Runway Ident     - N/A
     Visibility     -    30.0   SM            ATC/Airspace                           Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -     25000 FT THIN OVC  Type of Flight Plan - NONE          Runway Surface   - N/A
     Lowest Ceiling          - NONE              Type of Clearance   - NONE          Runway Status    - N/A
     Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
     Precipitation           - NONE
     Condition of Light      - DUSK
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -      35              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
        ATP,CFI                             Current          - YES     Total       -    4775        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                     Months Since     - 15      Make/Model-        0         Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-        0         Last 90 Days- UNK/NR


        Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THIS PLT WAS ATTEMPTING TO AIR DROP ILLEGAL DRUGS TO SOMEONE ON THE GROUND. WHILE EXECUTING AN INTENTIONAL LOW PASS,
AT DUSK, THEACFT INADVERTENTLY COLLIDED WITH A CACTUS TREE & CRASHED.

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Brief of Accident (Continued)

File No. - 761 5/28/85 SAN MANUEL,AZ A/C Reg. No. N1475M Time (Lcl) - 1930 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. LOW PASS - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

     File No. - 706       7/26/85    PRESCOTT,AZ              A/C Reg. No. N4422P           Time (Lcl) - 0543 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor    None
    Type of Operation         -PERSONAL                       Fire                  Crew      0         0         0        1
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0         0         0        0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUFF SONERAI IIL           Eng Make/Model - VOLKSWAGON 1              ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   - UNK/NR                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                          Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point               ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                       Airport Data
    Basic Weather    - VMC                       LOCAL                            ERNEST A. LOVE
      Wind Dir/Speed- 190/007 KTS                                                 Runway Ident     - 21
      Visibility     -   15.0   SM             ATC/Airspace                       Runway Lth/Wid   -  7618/  150
      Lowest Sky/Clouds -    CLEAR               Type of Flight Plan - NONE        Runway Surface   - ASPHALT
      Lowest Ceiling       - NONE                Type of Clearance   - NONE        Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     48           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current       - YES      Total      -    377         Last 24 Hrs -     131
        SE LAND                                Months Since  -  1       Make/Model- UNK/NR          Last 30 Days-       1
                                               Aircraft Type - C-152    Instrument-      0          Last 90 Days-       2


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPTD THAT DURING THE TAKEOFF OFF ROLL, HE APPLIED BACK PRESSURE TO THE CONTROL STICK WHEN THE ACFT REACHED
60 KNOTS. THE AIRCRAFT BEGAN AN IMMEDIATE CLIMB AT A STEEP ANGLE, STALLED AND CRASHED ON TO THE RWY. THIS WAS THE
INITIAL FLIGHT FOR THIS HOMEBUILT ACFT.

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File No. - 706 7/26/85 PRESCOTT,AZ A/C Reg. No. N4422P Time (Lcl) - 0543 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 722       1/07/85    DEATH VALLEY,CA           A/C Reg. No. N8889A            Time (Lcl) - 1050 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                          Injuries
                                                              DESTROYED                      Fatal   Serious   Minor    None
     Type of Operation        -PERSONAL                      Fire                    Crew      1        0        0        0
     Flight Conducted Under   -14 CFR 91                      NONE                   Pass      3        0        0        0
     Accident Occurred During -CRUISE
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH B-35                Eng Make/Model - CONT MOTOR E-225-4        ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    2650                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      4                    Rated Power    -     225 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - NWS                     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - TELEPHONE                  CORONA,CA
       Completeness   - PARTIAL,LMTD BY PILOT   Destination                              Airport Data
     Basic Weather    - IMC                        CARSON CITY,NV
       Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
       Visibility     - UNK/NR                 ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     UNK/NR           Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         -    100 FT OBSCURED  Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- FOG                Type Apch/Lndg      - NONE
       Precipitation          - RAIN
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     44           Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
         PRIVATE                             Current       - UNK/NR    Total      -    400       Last 24 Hrs -      3
         SE LAND                             Months Since  -  0        Make/Model-      10       Last 30 Days-      8
                                             Aircraft Type - UNK/NR    Instrument-       5       Last 90 Days-     15


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT GOT AN EXTENDED WX FCST THE DAY PRIOR TO DEPARTURE WHICH INDICATED BKN TO OVC CLOUDS BASED AT ABOUT 8,000
FT FOR THE FIRST PART OF THE TRIP & SCT TO BKN CLOUDS FOR THE LAST HALF. MOUNTAIN AREAS WERE PREDICTED TO BE
OBSCURED. PLT WAS ENCOURAGED TO CALL IN THE MORNING FOR A DETAILED UPDATE, HOWEVER, NO RECORD OF ANY CONTACT WAS
FOUND. NO FLT PLAN WAS FILED & THE ACFT DEPARTED AT ABOUT 0900 HRS ON AN UNKNOWN ROUTE FOR THE DESTINATION. THE
ACFT WRECKAGE WAS LOCATED BY ELT SIGNAL & SEARCH ACFT AT 6,200 FT MSL ON A MOUNTAIN SIDE AT THE END OF A BOX CANYON.
A WITNESS AT THE BOTTOM OF THE CANYON (ABOUT 4,000 FT MSL) REPORTED VISIBILITY 100 FT IN FOG & RAIN AT THE TIME OF
THE ACCIDENT. WX CONDITIONS ALONG THE GENERAL ROUTE OF FLT WERE WORSE THAN THE FCST PLT RECEIVED THE DAY PRIOR,
WITH CEILINGS IN 3,000 FT RANGE & TOPS TO 22,000. DESTINATION APRT WAS ONE-QUARTER MILE IN SNOW AT THE TIME OF
THE ACCIDENT. THE WX CONDITIONS ON THE DAY OF THE ACCIDENT WERE ACCURATELY REPORTED IN WX INFO AVAILABLE TO THE PLT
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Brief of Accident (Continued)

File No. - 722 1/07/85 DEATH VALLEY,CA A/C Reg. No. N8889A Time (Lcl) - 1050 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,7,9

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

    File No. - 723       1/10/85    HESPERIA,CA              A/C Reg. No. N210NF            Time (Lcl) - 1230 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire              Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        1        0        0
    Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA T210L              Eng Make/Model - CONTINENTAL TSIO-520-R    ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -   3400                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -     6                     Rated Power    -     310 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                       TORRANCE,CA
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                         HESPERIA
      Wind Dir/Speed- 030/015 KTS                                                       Runway Ident     - 03
      Visibility     -   25.0   SM           ATC/Airspace                               Runway Lth/Wid   -  3950/   75
      Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     54          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                               Current        - YES      Total      -   2260       Last 24 Hrs -       1
        SE LAND                               Months Since   -  9       Make/Model-    826       Last 30 Days       11
                                              Aircraft Type  - T210L    Instrument-    220       Last 90 Days-      25


        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPTD THAT SHORTLY AFTER ENTERING THE DOWNWIND LEG FOR RY 03 HE COMPLETED THE PRELANDING CHECKLIST. WHILE
ON FINAL APPROACH THE ACFT EXPERIENCED A TOTAL LOSS OF ENGINE POWE  THE ACFT ALTITUDE WAS TOO LOW TO NEGOTIATE
A LANDING ON THE RY & THE PLT ELECTED TO LAND ADJACENT TO A ROAD ABOUT 1/4 MILES SOUTHWEST OF THE APPROACH END OF
THE RY. PRIOR TO TOUCHDOWN THE ACFT COLLIDED WITH A TREE. THE FUEL SELECTOR WAS FOUND IN THE RIGHT FUEL TANK
POSITION. THE RIGHT FUEL TANK & ITS ASSOCIATED FUEL TANK RESRVOIR WERE EMPTY. THE FUEL TANK SYSTEM WAS NOT
COMPROMISED. NO FUEL WAS FOUND THROUGHOUT THE ENGINE FUEL SYSTEM. THE LEFT WING FUEL TANK CONTAINED ABOUT 32 GALLONS
OF FUEL.

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File No. - 723 1/10/85 HESPERIA,CA A/C Reg. No. N210NF Time (Lcl) - 1230 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FLUID,FUEL - STARVATION
2. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

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                                Washington, D.C. 20594



                                  Brief of Accident

    File No. - 652      1/10/85   BALLICO,CA              A/C Reg. No. N68444          Time (Lcl) - 1530 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT       Aircraft Damage                      Injuries
                                                            SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION         Fire               Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 137                  NONE              Pass      0        0        0        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - FAIRCHILD M-62C           Eng Make/Model  - P&W R-985              ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines  -  1                       Stall Warning System - NO
    Max Gross Wt  -    2900                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -       1                   Rated Power     -     450 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                      TURLOCK,CA
      Completeness   - N/A                    Destination                          Airport Data
    Basic Weather    - VMC                      LOCAL
      Wind Dir/Speed- 340/009 KTS                                                    Runway Ident     - N/A
      Visibility     -    6.0    SM          ATC/airspace                            Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface   - GRAVEL
      Lowest Ceiling         - NONE               Type of Clearance   - NONE         Runway Status    - DRY
      Obstructions to Vision- HAZE                Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     50            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                        Current       - YES       Total      -   6080       Last 24 Hrs  -      1
       SE LAND                           Months Since  -  3        Make/Model-     270       Last 30 Days-       1
                                         Aircraft Type - C-182     Instrument-      12       Last 90 Days-      50


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
AT THE CONCLUSION OF A LOCAL AERIAL APPLICATION FLT, ACFT EXPERIENCED A LOSS OF POWER AND COLLIDED WITH TREES DURING
THE SUBSEQUENT FORCED LANDING. EXAMINATON OF THE AIRCRAFT REVEALED A BROKEN FUEL FEED LINE AFT OF THE WOBBLE PUMP AND
NO FUEL IN THE LINES OR COMPONENTS FORWARD OF THAT POINT.

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Brief of Accident (Continued)

File No. - 652 1/10/85 BALLICO,CA A/C Reg. No. N68444 Time (Lcl) - 1530 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FUEL SYSTEM,LINE - FAILURE,TOTAL
2. FLUID,FUEL - STARVATION

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

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     File No. -  655        1/11/85    SAN JOSE,CA               A/C Reg. No. N4691Q             Time (Lcl) - 2227 PST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -BUSINESS                       Fire                  Crew       0         0         0        1
    Flight Conducted Under     -14 CFR 91                       NONE                 Pass       0         0         0        0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA T210L              Eng Make/Model - CONTINENTAL TSIO-520      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    3800                   Engine Type    - RECIP FUEL INJECTED
    No. of Seats  -       6                   Rated Power    -     285 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                    Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING  Last Departure Point                         ON AIRPORT
      Method        - N/A                      PHOENIX,AZ
      Completeness  - N/A                    Destination                               Airport Data
    Basic Weather   - VMC                      SAN JOSE,CA                                SAN JOSE MUNI
      Wind Dir/Speed- 300/008 KTS                                                         Runway Ident     - 30R
      Visibility    -    10.0    SM        ATC/Airspace                                   Runway Lth/Wid   -  4419/  150
      Lowest Sky/Clouds -     CLEAR          Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE           Type of Clearance   - VFR                    Runway Status    - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - NONE                                   FULL STOP
      Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -      58              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                           Current            YES        Total      -   1015          Last 24 Hrs -      10
        SE LAND                           Months Since  - 19            Make/Model-    245          Last 30 Days-      19
                                          Aircraft Type - F35           Instrument-     41          Last 90 Days-      55

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
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DURING FIRST LEG OF THE FLIGHT, PLT DISCOVERED THAT LANDING GEAR WOULD NOT EXTEND. PRESSURIZING "DOWN SIDE" WITH EMERGENCY HAND PUMP ALLOWED NORMAL OPERATION OF THE LANDING GEAR. ON RETURN FLT TO SAN JOSE, PLT TRIED TO EXTEND THE GEAR BUT SYSTEM WOULD NOT WORK WITH EITHER THE NORMAL OR EMERGENCY SYSTEM. ACFT LANDED GEAR UP AND INCURRED SUBSTANTIAL DAMAGE. SUBSEQUENT EXAMINATION OF THE HYDRAULIC SYSTEM DISCLOSED A ONE-HALF INCH PIECE OF PACKING IN THE NOSE GEAR MANIFOLD NEAR THE DOOR CLOSE VALVE, AND A THERMAL RELIEF VALVE STUCK IN THE OPEN POSITION BY A BUILD-UP OF "DARK COLORED GREASY RESIDUE" ON THE SPRING.

Brief of Accident (Continued)

File No. - 655 1/11/85 SAN JOSE,CA A/C Reg. No. N4691Q Time (Lcl) - 2227 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)
1. HYDRAULIC SYSTEM,RELIEF VALVE - CONTAMINATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. WHEELS UP LANDING - INITIATED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                                    National Transportation Safety Board
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                                             Brief of Accident

      File No. - 794       1/12/85    EL MONTE,CA                A/C Reg. No. N34212             Time (Lcl) - 1447 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 DESTROYED                   Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire                  Crew     0         1         0        0
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass     0         1         0        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177B                  Eng Make/Model - LYCOMING O-360-A1F6D      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2500                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                       Rated Power    -      180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                          Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                      HOLTVILLE,CA
       Completeness   - UNK/NR                      Destination                             Airport Data
     Basic Weather    - VMC                            EL MONTE,CA                              EL MONTE
       Wind Dir/Speed- 010/007 KTS                                                              Runway Ident     - N/A
       Visibility     -    20.0   SM              ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     CLEAR                 Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE                  Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     52           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current         - YES       Total      -    6098        Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since  -  6          Make/Model-     584         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-    1208         Last 90 Days- UNK/NR


         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENGINE LOST PWR & WAS RESTARTED TWICE BEFORE IT QUIT. THE ACFT LANDED IN A DRY RIVERBED TWO MILES SOUTH OF THE
ARPT. TWO OUNCES OF FUEL WERE FOUND AT THE SCENE. WINDS WERE SLIGHTLY GREATER THAN FORECAST. FOUR TAXI/RUNUP/TAKEOFF/
CLIMBS HAD BEEN MADE SINCE REFUELING AND THE PILOT HAD FLOWN SEVERAL DIVERSIONS. HE MISTAKENLY THOUGHT THAT HE HAD
TOPPED THE TANKS AT THE LAST REFUELING & FAILED TO CHECK VISUALLY PRIOR TO THE LAST TAKEOFF.

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File No. - 794 1/12/85 EL MONTE,CA A/C Reg. No. N34212 Time (Lcl) - 1447 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH WIND
5. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 724       1/24/85    HELENDALE,CA                A/C Reg. No. N3983D            Time (Lcl) - 1545 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                         Injuries
                                                             SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                     Fire                  Crew     0         0        1        0
    Flight Conducted Under    -14 CFR 91                     NONE                 Pass     0         0        0        0
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-24-400            Eng Make/Model - LYCOMING IO-720-A1A       ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -    3600                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       4                    Rated Power    -     400 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                       Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                          OFF AIRPORT/STRIP
      Method         - N/A                       BOULDER CITY,NV
      Completeness   - N/A                     Destination                                 Airport Data
    Basic Weather    - VMC                        LANCASTER,CA
      Wind Dir/Speed- 360/005 KTS                                                            Runway Ident     - N/A
      Visibility     -    60.0    SM        ATC/Airspace                                     Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - DIRT
      Lowest Ceiling       -    8000 FT BROKEN     Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING                         ROUGH
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     61            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                           Current         - YES       Total        -    9997        Last 24 Hrs -       2
        SE LAND,ME LAND                      Months Since    -  9        Make/Model-         9         Last 30 Days-       8
                                             Aircraft Type - C-152       Instrument-       271         Last 90 Days-       8
                                                                         Multi-Eng -      1154

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER INITIATING AN ENROUTE LETDOWN, THE ACFT EXPERIENCED A CATASTROPHIC ENGINE FAILURE AT ABOUT 4,500 FT
MSL. PLT SELECTED A ROAD FOR AN ATTEMPTED EMERGENCY LANDING, BUT A CAR TURNED ONTO THE ROAD IN FRONT OF HIM AND
FORCED A DIVERSION TO A NEARBY FIELD. THE ACFT ENCOUNTERED BERMS, RUTS AND CLUMPS OF BUSHES AFTER
TOUCHDOWN. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER 6 CYLINDER CONNECTING ROD HAD FAILED NEAR THE
CRANKSHAFT END WITH HIGH CYCLE FATIGUE EVIDENT OVER ABOUT 60% OF THE MATERIAL THICKNESS. EXAMINATION OF THE
ACFT MAINTENANCE RECORDS DISCLOSED THAT SINCE MANUFACTURE IN 1964, THE ACFT HAD ACCRUED A TOTAL OF 1,299 HRS. WITH
ONLY 109 HRS IN OPERATION SINCE 1976. LYCOMING PUBLICATIONS INDICATED THAT THE ROD HAD BEEN SUPERCEDED IN
PRODUCTION SEVERAL TIMES, WITH THIS PARTICULAR PART NUMBER NOT ALLOWED FOR REUSE AT OVERHAUL. THE
MANUFACTURERS RECOMMENDED OVERHAUL PERIOD IS 1,800 HRS OR 10 YEARS TIME IN SERVICE, WHICHEVER COMES FIRST
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Brief of Accident (Continued)

File No. - 724 1/24/85 HELENDALE,CA A/C Reg. No. N3983D Time (Lcl) - 1545 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. MAINTENANCE - POOR - OTHER PERSON
3. MAINTENANCE,ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PSNL
4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER PERSON

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. -  703       1/31/85    BISHOP,CA           A/C Reg. No. N2129G         Time (Lcl) - 1124 PST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire              Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                    IN FLIGHT        Pass      0        0        0        3
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32RT-300T         Eng Make/Model - LYCOMING TIO-540         ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3600                    Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power     -     300 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method          - N/A                        MAMMOTH LAKES,CA
       Completeness    - N/A                      Destination                           Airport Data
     Basic Weather     - VMC                        ONTARIO,CA                             BISHOP
       Wind Dir/Speed- 360/010 KTS                                                         Runway Ident      - 30
       Visibility      -     50.0    SM        ATC/Airspace                                Runway Lth/Wid    -   7500/  100
       Lowest Sky/Clouds  -      9000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE             Type of Clearance    - NONE              Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg       - STRAIGHT-IN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     34              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
         PRIVATE                                 Current         - YES        Total       -      288        Last 24 Hrs -       1
         SE LAND                                 Months Since    - 15         Make/Model-       22        Last 30 Days-      22
                                                 Aircraft Type - C-172        Instrument-        4        Last 90 Days-      32


         Instrument Rating(s)   - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT RPTD THAT SHORTLY AFTER LEVELING OFF AT 11500 FT MSL, THE ENGINE EXPLODED CAUSING BOTH WINDSCREENS TO
BE COVERED WITH OIL AND FIRE. THE FIRE STOPPED DURING THE EMERGENCY DESCENT. THE ACFT LANDED ON RY 30 AT BISHOP
ARPT, BISHOP, CA WITHOUT FURTHER INCIDENT. DISASSEMBLY EXAMINATION OF THE ENGINE REVEALED CRANKSHAFT FAILED AT
THE SHORT CHEEK BETWEEN THE NO. 3 MAIN JOURNAL & THE NO. 4 CRANKPIN. THE NOS. 3 & 4 CONNECTING RODS & CAMSHAFT
WERE FRACTURED. THE PISTONS SHOWED NO EVIDENCE OF ANY DETONATION. THE BACKSIDE OF THE CON RODS, MAIN JOURNAL BEARINGS
& BOTH HALVES OF THE CRANKCASE SHOWED EXTENSIVE FRETTING SIGNATURES INDICATING MISALIGNMENT DURING MANUFACTURE.
METALLURGICAL EXAMINATION REVEALED THE CRANKSHAFT FAILED IN FATIGUE. ALL OTHER FRACTURES WERE OVERLOAD SUBSEQUENT
TO THE CRANKSHAFT FAILURE. THE ENGINE HAD ACCUMULATED 602 FLT HOURS SINCE NEW.

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File No. - 703   1/31/85   BISHOP,CA   A/C Reg. No. N2129G   Time (Lcl) - 1124 PST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
2. MAINTENANCE,ALIGNMENT - IMPROPER - MANUFACTURER
3. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
4. ENGINE ASSEMBLY,CONNECTING ROD - OVERLOAD

Occurrence #2   FIRE
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
5. FLUID,OIL - FIRE

Occurrence #3   FORCED LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

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File No. -  704       2/06/85    CAMARILLO,CA             A/C Reg. No. N3258P            Time (Lcl) - 1210 PST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                 Crew      0        0        1       0
    Flight Conducted Under    -14 CFR 91                       NONE                Pass      0        0        0       0
    Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - MILENTZ QUICKIE O2          Eng Make/Model - REVMASTER 1              ELT Installed/Activated - YES/YES
    Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  - UNK/NR                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                     Rated Power     - UNK/NR
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                        LOCAL                                  CAMARILLO
      Wind Dir/Speed- 200/009 KTS                                                        Runway Ident     - 26
      Visibility     -    16.0   SM           ATC/Airspace                               Runway Lth/Wid   -  6020/  150
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE               Runway Surface   - CONCRETE
      Lowest Ceiling         - NONE             Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     38          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                              Current         - YES       Total      -     585         Last 24 Hrs -        2
        SE LAND                                 Months Since  - 23          Make/Model-      26          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-      63          Last 90 Days-       33
                                                                            Multi-Eng -      11

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
ON A LOCAL TEST FLT FOR THE RECENTLY CONSTRUCTED EXPERIMENTAL HOMEBUILT ACFT, PLT EXPERIENCED AN ON GROUND LOSS
OF CONTROL DURING THE TAKEOFF GROUND ROLL, VEERED OFF THE RUNWAY AND CARTWHEELED AFTER ENCOUNTERIMG PLOWED FURROW.
PLTSTATED THAT THE TAKEOFF ROLL WAS NORMAL UNTIL ACHIEVING ABOUT 65 KNOTS WHEN THE ACFT TAIL UNEXPECTEDLY ROSE OFF
THE GROUND. AFT PITCH CONTROL INPUT RESULTED IN THE ACFT NOSE LEAVING THE GROUND. ACFT "BOUNCED" ONCE OFF THE
RUNWAY AND PLT REDUCED POWER TO IDLE. ACFT THEN "PILED IN AGAIN," AFTER WHICH IT SLID OFF THE LEFT SIDE OF THE
RUNWAY, ENCOUNTERED A SERIES OF PLOWED FURROWS AND "CARTWHEELED MULTIPLE TIMES." PLT SAID THERE WAS NO
MECHANICAL MALFUNCTION OF THE ACFT.

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Brief of Accident (Continued)

File No. - 704 2/06/85 CAMARILLO,CA A/C Reg. No. N3258P Time (Lcl) - 1210 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                           National Transportation Safety Board
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                                     Brief of Accident

   File No. -  653       2/13/85    SANTA MARIA,CA            A/C Reg. No. N81DA              Time (Lcl) - 0728 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                          Injuries
    Name of Carrier           -COAST AIR FREIGHT              SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO      Fire                 Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 135                     NONE                 Pass      0        0        0        0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH BE-18                Eng Make/Model - P&W R985-14B             ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL RETRACTABLE  Number Engines -  2                          Stall Warning System - NO
    Max Gross Wt   -    9900                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -     450 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                  Airport Proximity
      Wx Briefing      - FSS                    Last Departure Point                       ON AIRPORT
        Method         - TELEPHONE                ONTARIO,CA
        Completeness   - FULL                   Destination                              Airport Data
      Basic Weather    - VMC                      SAME AS ACC/INC                          SANTA MARIA
        Wind Dir/Speed- 040/013 KTS                                                        Runway Ident      - 30
        Visibility     -    50.0   SM         ATC/Airspace                                 Runway Lth/Wid    -  6300/  150
        Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE           Type of Clearance   - NONE                 Runway Status     - DRY
        Obstructions to Vision- NONE            Type Apch/Lndg      - STRAIGHT-IN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     44            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL,ATP                      Current        - YES      Total      -   6030       Last 24 Hrs -       2
         SE LAND,ME LAND                     Months Since   -  4       Make/Model-    400       Last 30 Days- UNK/NR
                                             Aircraft Type - H-18      Instrument-      3       Last 90 Days-     120
                                                                       Multi-Eng -   3054

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPTD THAT DURING THE LANDING ROLLOUT ON RWY 30, A GUST OF WIND CAUSED THE ACFT RIGHT WING TO LIFT. THE PLT
WAS UNABLE TO CORRECT THE UPLIFTING WING AND THE ACFT ENTERED INTO A LEFT GROUNDLOOP MANEUVER & EXITED THE RWY. THE
LOCAL CONTROLLER REPORTED THE PLT REQUESTED & RECEIVED LANDING INSTRUCTION ABOUT 8 MINUTES BEFORE THE ACCIDENT & THE
ACFT WAS CLEARED FOR A STRAIGHT IN APCH TO RWY 30. THE SURFACE WINDS WERE 320 DEGS AT 8 KTS. APRX 4 MINUTES BEFORE THE
ACCIDENT, THE PLT REQUESTED AND RECEIVED THE SURFACE WIND INFORMATION. THE WINDS WERE FROM 360 DEGS AT 14 KTS.

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Brief of Accident (Continued)

File No. - 633 2/13/85 SANTA MARIA,CA A/C Reg. No. N81DA Time (Lcl) - 0728 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,MAIN GEAR - SEPARATION
6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

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                                   Brief of Accident

    File No. - 637      2/16/85    FULLERTON,CA            A/C Reg. No. N732DT            Time (Lcl) - 1202 PST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                 Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                    NONE                Pass      0        0        2        0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA T210L                 Eng Make/Mode    - CONTINENTAL IO-520-     ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    3400                      Engine Type      - RECIP-FUEL INJECTED
    No. of Seats    -       6                      Rated Power      -     300 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                     Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                            ON AIRPORT
      Method         - N/A
      Completeness   - N/A                       Destination                                   Airport Data
    Basic Weather    - VMC                          FULLERTON,CA                                  FULLERTON
      Wind Dir/Speed- 200/004 KTS                                                                Runway Ident     - 24
      Visibility     -       3.000 SM           ATC/Airspace                                     Runway Lth/Wid   -  3121/   75
      Lowest Sky/Clouds  -     20000 FT SCATTERED  Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
      Lowest Ceiling           - NONE              Type of Clearance   - NONE                    Runway Status    - DRY
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation            - NONE
      Condition of Light       - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      55             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current       - YES      Total       -   1005         Last 24 Hrs  -      1
        SE LAND                               Months Since  - 16       Make/Model-     205          Last 30 Days-       1
                                              Aircraft Type - C-182    Instrument-       0          Last 90 Days-      39


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT & GND WITNESSES RPTD THE ACFT TOUCHED DOWN AT OR BEYOND MIDFIELD AT AN EXESSEIVE SPEED. THE ACFT CONTINUED THE
LANDING ROLL, EXITED THE RWY & ENTERED SOFT DIRT AREA WEST OF THE DEPARTURE END OF THE RWY. UPON ENTERING THE DIRT AREA
THE NOSE GEAR SUNK IN THE DIRT & THE ACFT BEGAN TO NOSE OVER. DURING THE NOSE OVER SEQUENCE, THE ACFT STRUCK AN ARPT
BOUNDARY FENCE & CAME TO REST INVERTED ON DALE STREET ALONG RWY 24 EXTENDED CENTERLINE. RWY 24 HAS A TWO BAR VASI & ITS
LANDING DISTANCE IS 2858 FT. THE ACFT EXAMINATION DISCLOSED THE FLAPS WERE IN THE APCH POSITION. BOTH MAIN GEAR TIRES
EXHIBITED SEVERAL FLAT SPOTS AREAS. BOTH BRAKE DISCS EXHIBITED OVERHEATING SIGNATURES. THE BRAKE SYSTEM OPERATED
NORMALLY. TIRE MARKS BEGAN APRX 1000 FT EAST OF THE DEPARTURE END OF THE RWY & CONTINUED TO THE MAIN WRECKAGE AREA.
THE SURFACE WINDS WERE 200 DEGS AT 4 KTS.

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File No. - 637 2/16/85 FULLERTON,CA A/C Reg. No. N732DT Time (Lcl) - 1202 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL
1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,NOSE GEAR ASSEMBLY - SEPARATION
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
7. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

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                          National Transportation Safety Board
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                                  Brief of Accident

   File No. - 789       3/01/85    BAKERSFIELD,CA           A/C Reg. No. N89716          Time (Lcl) - 1015 PST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                            SUBSTANTIAL                  Fatal  Serious  Minor   None
   Type of Operation         -INSTPUCTIONAL                Fire                 Crew      0       0       0      1
   Flight Conducted Under    -14 CFR 91                     NONE                Pass      0       0       0      0
   Accident Occurred During   TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - NO -N/A
   Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
   Max Gross Wt   -   1670                   Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -      2                   Rated Power    -     110 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
      Method          - N/A                      BAKERSFIELD,CA
      Completeness    - N/A                  Destination                              Airport Data
    Basic Weather     - VMC                     LOCAL                                   POSO KERN COUNTY
      Wind Dir/Speed- 310/005 KTS                                                       Runway Ident     - 34
      Visibility    -     6.0   SM           ATC/Airspace                               Runway Lth/Wid   -  3000/   60
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling        - 25000 FT BROKEN  Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                   FULL STOP
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -    42              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         STUDENT                             Current      - N/A          Total       -     34        Last 24 Hrs -      1
                                             Months Since - N/A          Make/Model-       34        Last 30 Days-      5
                                             Aircraft Type - N/A         Instrument-        3        Last 90 Days-     11


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AUTHORIZED LOCAL SOLO PRACTICE FLT. THE 31-HOUR STUDENT WAS PERFORMING TAKEOFFS AND LANDING. ACCORDING
TO PLT, SECOND LANDING WAS "HARD" AND A NOSE WHEEL SHIMMY WAS NOTED DURING THE TAXI-BACK FOR TAKEOFF. JUST
BEFORE LIFTOFF ON THE NEXT TAKEOFF, THE ACFT VEERED SHARPLY TO THE LEFT OFF THE RUNWAY, CROSSED A TAXIWAY AND
COLLIDED WITH AN EMBANKMENT OF DRYING PISTACHIO HULLS ARRANGED PARALLEL TO THE TAXIWAY. PLT STATED THAT THERE WAS
NO MECHANICAL MALFUNCTION OF THE ACFT.
-----------------------------------------------------------------------------------------------------------------
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File No. - 789 3/01/85 BAKERSFIELD,CA A/C Reg. No. N89716 Time (Lcl) - 1015 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
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Brief of Accident

File No. - 639   3/18/85   LEE VINING,CA   A/C Reg. No. N8567G   Time (Lcl) - 1425 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision - BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MAMMOTH,CA
Destination
RENO,NV

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
LEE VINING
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model - UNK/NR
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED BELOW THE CREST OF AN 8100 FT (MSL) MTN ON A FLT FROM MAMMOTH-JUNE LAKES ARPT (MMH), MAMMOTH, CA, TO RENO, NV, WHILE EXECUTING A LEFT TURN COURSE REVERSAL. THERE WERE NO WITNESSES TO THE ACCIDENT. WITNESSES REPORTED SEEING THE ACFT FLYING AT ABOUT 100 AGL ALONG HWY 395. THE WITNESSES ALSO RPTD LOW CEILING & VIS PREVAILED. THE PLT OBTAINED A WX BRIEFING PRIOR TO DEPARTING MMH & WAS INFORMED THAT THE MTN TOPS WERE OBSCURED BY LOW CLOUDS & SNOW SHOWER ALONG THE PROPOSED ROUTE OF FLT. THE PLT STATED HE WOULD WAIT AWHILE & DEPART. HE WOULD RETURN TO MMH IF HE COULD NOT NEGOTIATE THE HIGH MTNS. EXAMINATION OF THE ACFT WRECKAGE DISCLOSED NO EVIDENCE OF ANY PREEXISTING MALFUNCTIONS OR FAILURES. THE ACFT WAS DESTROYED BY IMPACT/POST-IMPACT FIRE. THE PROP ASS'Y DISCLOSED EVIDENCE OF POWER BEING DEVELOPED AT THE TIME OF IMPACT.

Brief of Accident (Continued)

File No. 639 3/18/85 LEE VINING,CA A/C Reg. No. N8567G Time (Lcl) - 1425 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - WHITEOUT
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

[illegible]
[illegible]

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 635       4/02/85    FULLERTON,CA              A/C Reg. No. N8190U           Time (Lcl) - 1528 PST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
  Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                           Injuries
                                                          SUBSTANTIAL                  Fatal   Serious   Minor    None
  Type of Operation          -INSTRUCTIONAL              Fire                   Crew     0        0        1        0
  Flight Conducted Under     -14 CFR 91                   NONE                  Pass     0        0        0        0
  Accident Ocurred During    -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
  Make/Model     - CESSNA 150M              Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
  Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
  Max Gross Wt   -   1600                   Engine Type    - RECIPROCATING-CARBURETOR
  No. of Seats   -      2                   Rated Power    -      100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                              Itinerary                                  Airport Proximity
  Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
    Method         - N/A                       SAME AS ACC/INC
    Completeness   - N/A                    Destination                               Airport Data
  Basic Weather    - VMC                       LOCAL                                    FULLERTON
    Wind Dir/Speed- 220/008 KTS                                                         Runway Ident      -  24
    Visibility     -    40.0   SM           ATC/Airspace                                Runway Lth/Wid    -  3121/   75
    Lowest Sky/Clouds -      CLEAR            Type of Flight Plan  - NONE               Runway Surface    -  ASPHALT
    Lowest Ceiling         - NONE             Type of Clearance    - NONE               Runway Status     -  DRY
    Obstructions to Vision- NONE              Type Apch/Lndg       - TRAFFIC PATTERN
    Precipitation          - NONE                                    GO AROUND
    Condition of Light     - DAYLIGHT                                TOUCH AND GO
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
 Pilot-In-Command                        Age -      37            Medical Certificate - VALID MEDICAL WAIVERS/LIMIT
   Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
     STUDENT                                Current        - N/A        Total          324        Last 24 Hrs -      7
                                            Months Since   - N/A        Make/Model     324        Last 30 Days-     84
                                            Aircraft Type  - N/A        Instrument      21        Last 90 Days-    300


     Instrument Rating(s) - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
2ND WITNESS & THE STUDENT PLT RPTD UPON TOUCHDOWN THE ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO
GO-AROUND UPON REACHING MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN
EXECUTING THE GO-AROUND THE PLT APPLIED FULL THROTTLE WITHOUT CLOSING THE CARB HEAT & IMMEDIATELY RAISED THE FLAPS.
FULL THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE ACFT TO
DVLP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPTD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS
DURING HER TRAINING, BUT THAT DURING THOSE TIMES SHE WAS DIRECTED BY THE INSTRUCTOR IN THE RECOVERY PROCESS AND SHE HAD
NEVER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT
RECEIVED ANY INSTRUCTION IN THESE AREAS. THE PLT'S LOGBOOK DISCLOSED 3 ENTRIES WHERE THE PLT RECEIVED TRAINING IN
GO-AROUND MANEUVERS.
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Brief of Accident (Continued)

File No. - 636   4/02/85   FULLERTON,CA   A/C Reg. No. N8190U   Time (Lcl) - 1528 PST

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
3. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
4. OBJECT - FENCE
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
7. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 3,4

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                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                       Brief of Accident

    File No. - 707       4/14/85    CONCORD,CA                  A/C Reg. No. N8304U             Time (Lcl) - 1004 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -INSTRUCTIONAL                 Fire                  Crew     0        0        0        1
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0        0
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150M                Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    1600                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                     Rated Power     -     100 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                    Airport Proximity
      Wx Briefing       - UNK/NR                  Last Departure Point                         ON AIRPORT
        Method          - ACFT RADIO                SAME AS ACC/INC
        Completenass    - PARTIAL,LMTD BY PILOT   Destination                                 Airport Data
      Basic Weather     - VMC                       SAME AS ACC/INC                            BUCHANAN FIELD
        Wind Dir/Speed- 320/008 KTS                                                            Runway Ident     - 01
        Visibility      -    10.0   SM          ATC/Airspace                                   Runway Lth/Wid   -  2768/   75
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE              Type of Clearance   - NONE                   Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          STUDENT                                 Current        - N/A        Total      -      27          Last 24 Hrs - UNK/NR
                                                  Months Since   - N/A        Make/Model-      14          Last 30 Days- UNK/NR
                                                  Aircraft Type  - N/A        Instrument-       0          Last 90 Days-      1


          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT WAS PRACTICING TOUCH & GO  TAKEOFFS AND LANDINGS.  ON THE FIFTH APPROACH TO A LANDING THE STUDENT
PLT REPORTED THAT THE ACFT WAS A LITTLE HIGH AND HE APPLIED FULL FLAPS. THE ACFT BOUNCED ON INITIAL TOUCH DOWN.
WHILE ATTEMPTING TO RECOVER FROM THE BOUNCED LANDING THE PROPELLER CONTACTED THE RY CAUSING THE NOSE WHEEL TO
COLLAPSE.

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Brief of Accident (Continued)

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      File No. - 707       4/14/85    CONCORD,CA                      A/C Reg. No. N8304U             Time (Lcl) - 1004 PST
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Occurrence #1          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. PLANNED APPROACH - POOR - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
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Occurrence #2          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  3. LANDING GEAR,NOSE GEAR - OVERLOAD
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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Brief of Accident

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     File No. - 717        4/14/85     MOORPARK,CA                A/C Reg. No. N8188N             Time (Lcl) - 1851 PST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                   Fire                  Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0        0        0        0
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140B               Eng Make/Model - LYCOMING O-320-E2A        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2150                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                        Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
      Method          - N/A                         APPLE VALLEY,CA
      Completeness    - N/A                      Destination                               Airport Data
    Basic Weather     - UNK/NR                      PACOIMA,CA
      Wind Dir/Speed- 180/006 KTS                                                             Runway Ident     - N/A
      Visibility      -    7.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE                 Runway Surface   - CONCRETE
      Lowest Ceiling         -   500 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- FOG                  Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DUSK
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      60             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        STUDENT                                Current         - N/A        Total       -    103        Last 24 Hrs - UNK/NR
                                               Months Since    - N/A        Make/Model-      61        Last 30 Days-      3
                                               Aircraft Type - N/A          Instrument-       1        Last 90 Days-      5

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT BECAME DISORIENTED WHILE ON A SOLO X-COUNTRY FLT DURING WICH HE WAS ON TOP OF AN OVERCAST. FUEL
EXHAUSTION OCCURRED WHILE HE WAS BEING RADAR VECTORED TO AN ARPT. A FORCED LANDING WAS ATTEMPTED ON A FREEWAY
OFFRAMP AND THE ACFT'S WING STRUCK A GUARD RAIL CAUSING SUBSTANTIAL DAMAGE.

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Brief of Accident (Continued)

File No. - 717 4/14/85 MOORPARK,CA A/C Reg. No. N8188N Time (Lcl) - 1851 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER EVALUATION POOR - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

9. FLUID,FUEL - EXHAUSTION
10. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

11. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 790 4/20/85 BORON,CA A/C Reg. No. N55448 Time (Lcl) - 1900 PST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/009 KTS
Visibility 25.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
HEMET,CA
Destination
BAKERSFIELD,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
PRECAUTIONARY LANDIN

Airport Proximity
ON AIRSTRIP

Airport Data
BORAX
Runway Ident - 26
Runway Lth/Wid - 2800/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL CFI
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 182RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 585
Make/Model- 351
Instrument- 69
Last 24 Hrs - 2
Last 30 Days- 20
Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON A CROSS COUNTRY BUSINESS FLT, THE PLT SAID HE BECAME CONCERNED ABOUT AN INDICATED LOW FUEL STATE AND DECIDED TO MAKE A PRECAUTIONARY LANDING. TWO APPROACHES HAD TO BE ABANDONED DUE TO WHAT THE PLT DESCRIBED AS "THE MOST DIFFICULT X-WIND CONDITIONS AND GUSTS" THAT HE HAD EVER EXPERIENCED. AFTER TOUCHDOWN ON THE THIRD LANDING ATTEMPT, PLT SAID THE ACFT "LURCHED LEFT, THEN FORWARD AND UP OVER ONTO ITS BACK." A SHERIFF"S DEPUTY WHO ARRIVED AT THE AIRPORT SHORTLY AFTER THE ACCIDENT STATED THAT THE LOCAL SURFACE WINDS "WERE 40 TO 50 MILES PER HOUR."

File No. - 790   4/20/85   BORON,CA   A/C Reg. No. N55443   Time (Lcl) - 1900 PST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
3. AIRCRAFT PERFORMANCE LANDING CAPABILITY - EXCEEDED
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

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                                              Brief of Accident

     File No. -  715       4/25/85    FELTON,CA                    A/C Reg. No  N511FL            Time (Lcl) - 1125 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire               Crew      0          0         1         0
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      0          0         1         0
     Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-140           Eng Make/Model - LYCOMING O-320-E3D       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2150                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRSTRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                               Airport Data
     Basic Weather    - VMC                       LOCAL                                     BONNYDUNE
       Wind Dir/Speed- 360/010 KTS                                                          Runway Ident     - 11
       Visibility     -    20.0   SM          ATC/Airspace                                  Runway Lth/Wid   -  2400/   50
       Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE            Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT                             PRECAUTIONARY LANDIN
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     65           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current        - YES        Total       -     350        Last 24 Hrs - UNK/NR
        SE LAND                               Months Since   -  5         Make/Model-       192        Last 30 Days-       2
                                              Aircraft Type  - PA-28      Instrument-        10        Last 90 Days-       2


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE PREFLIGHT OF THE ACFT, THE PLT SAID HE OBSERVED THE WIND CONDITIONS AT THE AIRPORT WAS FROM THE NORTH
AT ABOUT "5 TO 10 KTS, WHICH INDICATED A LEFT CROSSWIND. THE AIRPORT IS IMMEDIATELY SURROUNDED BY PINE TREES
WHICH AVERAGE ABOUT 60 FT IN HEIGHT. PLT SAID THAT HE WAS CLIMBING AT ABOUT "80 MPH" FOLLOWING A NORMAL
SHORTFIELD TAKEOFF WHEN THE ACFT ENCOUNTERED A "VIOLENT DOWN DRAFT" AT ABOUT 100 FT AGL. ACCORDING TO THE PLT, THE
DOWNDEAFT ROLLED THE ACFT TO A 90 DEGREE LEFT WING DOWN ATTITUDE AND HE COULD NOT REGAIN CONTROL PRIOR TO CONTACTING
TREES OFF THE LEFT SIDE OF THE RUNWAY. GROUND WITNESSES ON THE AIRPORT SAID THAT THE WINGS ON THE AIRPORT PROPER WERE
"ALMOST CALM", HOWEVER AT THE TREE TOP LEVEL WERE FROM THE LEFT AT "10 KTS WITH GUST TO 15 KTS.

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Brief of Accident (Continued)

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      File No. - 715       4/25/85    FELTON,CA                    A/C Reg. No. N511FL              Time (Lcl) - 1125 PDT
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Occurrence #1          IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. WEATHER CONDITION - CROSSWIND
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  2. OBJECT - TREE(S)
  3. AIRSPEED - IMPROPER - PILOT IN COMMAND
  4. REMEDIAL ACTION - REDUCED - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1
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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                        Brief of Accident

     File No. - 654       4/27/85    TRUCKEE,CA                 A/C Reg. No. N585B              Time (Lcl) - 1200 PST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                Crew      0        0         0       1
     Flight Conducted Under     -14 CFR 91                       NONE               Pass      0        0         0       1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - BEECH A35                  Eng Make/Model - CONTINENTAL E-225-8       ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -   2650                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -      4                     Rated Power    -      225 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing       - FSS                       Last Departure Point                      OFF AIRPORT/STRIP
       Method          - TELEPHONE                   NAPA,CA
       Completeness    - WEATHER NOT PERTINENT      Destination                             Airport Data
     Basic Weather     - VMC                          RENO,NV                                 TRUCKEE
       Wind Dir/Speed- 225/005 KTS                                                            Runway Ident      - N/A
       Visibility      -   100.0   SM             ATC/Airspace                                Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                Runway Surface    - GRAVEL
       Lowest Ceiling           - NONE              Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING                          HIGH VEGETATION
       Precipitation            - NONE
       Condition of Light       - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age  -      61          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                               Current         - YES      Total       -   1120        Last 24 Hrs - UNK/NR
         SE LAND                               Months Since   - 16        Make/Model-     900         Last 30 Days-      1
                                               Aircraft Type  - A35       Instrument-       0         Last 90 Days-      3


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT PERFORMED A GEAR-UP LANDING ON ROCKY TERRAIN AFTER THE ACFT WINDSHIELD BECAME COVERED WITH OIL AND THE ENG BEGAN
VIBRATING. POST ACCIDENT INVESTIGATION REVEALED A 6 INCH CRACK IN THE CRANKCASE NEAR WHERE THE #4 CYLINDER SHOULD HAVE
BEEN LOCATED. HALF OF THE #4 PISTON WAS FOUND INSIDE THE ENG CASE AND THE OTHER HALF WAS NOT LOCATED.

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Brief of Accident (Continued)

File No - 654   4/27/85   TRUCKEE,CA   A/C Reg. No. N585B   Time (Lcl) - 1200 PST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - SEPARATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                                              Brief of Accident

      File No. - 721       5/04/85    JACKSON,CA                  A/C Reg. No. N76086           Time (Lcl) - 1100 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew     0         0          0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0         0          0        1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140                    Eng Make/Model - CONTINENTAL C-85-12F      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -   1450                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                        Rated Power     -      85 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                     Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                          ON AIRPORT
      Method          - N/A                         SAN ANDREAS,CA
      Completeness    - N/A                      Destination                                 Airport Data
    Basic Weather     - VMC                         SAME AS ACC/INC                              WESTOVER FIELD
      Wind Dir/Speed- 270/010 KTS                                                                Runway Ident     - 19
      Visibility    -    20.0   SM              ATC/Airspace                                     Runway Lth/Wid   -  3400/   60
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                     Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE                     Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg        - TRAFFIC PATTERN
      Precipitation          - NONE                                         FULL STOP
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      56           Medical Certificate - VALID MEDICAL WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                  Current          - YES      Total       -       0         Last 24 Hrs - UNK/NR
          SE LAND                                  Months Since  -  3          Make/Model-         1         Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-        48         Last 90 Days-       1
                                                                               Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
PRIVATE PLT LOST DIRECTIONAL CONTROL OF HIS TAIL WHEEL ACFT AFTER LANDING ON RWY 19, GROUND LOOPED AND NOSED OVER IN
A DITCH. WIND WAS FROM 270 DEGREES AT 10 KTS WITH GUSTS TO 15 KTS. HE REPORTED NO MECHANICAL FAILURES OR
MALFUNCTIONS WITH THE ACFT.

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File No. - 721 5/04/85 JACKSON,CA A/C Reg. No. N76086 Time (Lcl) - 1100 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D C 20594

Brief of Accident

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     File No. - 720        5/04/85    BAKER,CA                    A/C Reg. No. N15259           Time (Lcl) - 1946 PDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire                   Crew      0         0         0        1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0         0        3
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32-300          Eng Make/Model - LYCOMING IO-540        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    3400                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                   Airport Proximity
    Wx Briefing      - FSS                   Last Departure Point                        ON AIRSTRIP
      Method         - TELEPHONE               HAYWARD,CA
      Completeness   - FULL                 Destination                               Airport Data
    Basic Weather      VMC                     LAS VEGAS,NV                                HALLORAN SPRINGS
      Wind Dir/Speed- 250/008 KTS                                                          Runway Ident      - 05
      Visibility     -    35.0   SM        ATC/Airspace                                    Runway Lth/Wid    -  2400/   45
      Lowest Sky/Clouds  -    CLEAR          Type of Flight Plan - NONE                    Runway Surface    - DIRT
      Lowest Ceiling        - NONE           Type of Clearance   - NONE                    Runway Status     - DRY
      Obstructions to Vision- HAZE           Type Apch/Lndg      - PRECAUTIONARY LANDING                       SOFT
      Precipitation         - NONE
      Condition of Light    - DUSK
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                           Current        - YES     Total        -    304       Last 24 Hrs -       3
        SE LAND                           Months Since   - 10      Make/Model -       7       Last 30 Days- UNK/NR
                                          Aircraft Type  - UNK/NR  Instrument-       97       Last 90 Days-       5


        Instrument Rating(s)   AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT BECAME LOST ON A DAYLIGHT VFR FLT AND WAS UNABLE, BECAUSE OF HER LOW ALTITUDE, TO RECEIVE ANY NAV RADIO AIDS
OR ESTABLISH RADIO COMMUNICATIONS. BECAUSE OF APCH DARKNESS AND A LOW FUEL STATE SHE ELECTED TO PERFORM A
PRECAUTIONARY LANDING ON A DIRT STRIP. THE DIRT STRIP HAD 50 FT SAND SHOULDERS. ON TOUCHDOWN THE LEFT MAIN GEAR WAS 3
FT LEFT OF THE PACKED DIRT, IN THE SOFT SAND. IT SEPARATED FROM THE ACFT STRUCTURE. PLT REPORTED NO ACFT FAILURES
OR MALFUNCTIONS.

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Brief of Accident (Continued)

File No. - 720   5/04/85   BAKER,CA   A/C Reg. No. N15259   Time (Lcl) - 1946 PDT

Occurrence #1   MISCELLANEOUS/OTHER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2   GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR - OVERLOAD
9. TERRAIN CONDITION - SOFT
10. PROPER ALIGNMENT - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 728 5/18/85 SANTA ROSA,CA A/C Reg. No. N704UV Time (Lcl) - 1245 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SANTA ROSA,CA
Destination
SANTA ROSA,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2394
Make/Model- 137
Instrument- 234
Multi-Eng - 1731
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON A SHORT LOCAL FLIGHT TO A COSTAL AREA AND RETURN. THE ENGINE LOST SOME POWER. CARBURETOR HEAT WAS APPLIED BUT NO INCREASE IN POWER WAS NOTED. THE PLT THEN SET UP A GLIDE WITH INTENTIONS OF MAKING A LANDING ONTO THE BEACH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH THE INTENTIONS OF RETURNING TO THE DEPARTURE AIRPORT. OVER RUGGED TREED TERRAIN A POWER LOSS WAS AGAIN NOTED. APPLICATION OF CARBURETOR HEAT HAD NO EFFECT UPON THE ENGINE. A FORCED LANDING WAS MADE INTO TALL HAY. INSPECTION OF THE ENGINE REVEALED THAT THE ENGINE COMPARTMENT CARBURETOR AIR HEAT CONTROL LEVER WAS BROKEN WITH THE CONTROL CABLE DISCONNECTED AND THE HOT AIR DOOR JAMMED IN THE COLD POSITION.

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                              Brief of Accident (Continued)

      File No. -  728       5/18/85    SANTA ROSA,CA            A/C Reg. No. N704UV             Time (Lcl) - 1245 PDT
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Occurrence #1         LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation    CRUISE - NORMAL

Finding(s)
  1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT CONTROL - INOPERATIVE
-------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    CRUISE - NORMAL

Finding(s)
  3. TERRAIN CONDITION - HIGH VEGETATION
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Occurrence #3         ON GROUND COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

    File No. - 701       5/25/85    CONCORD,CA              A/C Reg. No. N66942           Time (Lcl) - 2115 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                 Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE               Pass     0        0        0        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                Eng Make/Model  - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -    1650                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power     -     100 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                        RENO,NV
      Completeness  - N/A                     Destination                               Airport Data
    Basic Weather   - VMC                        HAYWARD,CA
      Wind Dir/Speed- 250/022 KTS                                                         Runway Ident     - N/A
      Visibility    -    20.0    SM          ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    UNK/NR            Type of Flight Plan - NONE                Runway Surface   - DIRT
      Lowest Ceiling       -  1100 FT OVERCAST  Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING                          SNOW - CRUSTED
      Precipitation        - NONE
      Condition of Light   - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     37            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        PRIVATE                              Current       - YES     Total       -    547       Last 24 Hrs -       4
        SE LAND                              Months Since  - UNK/NR  Make/Model-      206       Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR  Instrument-       43       Last 90 Days-       8


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CONTACTED POWER LINES DURING A NIGHT FORCED LANDING FOLLOWING FUEL EXHAUSTION. THE PLT HAD FLOWN FROM
CONCORD, CA. TO RENO, NV. AND WAS RETURNING TO CONCORD WHEN THE ACCIDENT OCCURRED. THE PLT WAS RECENTLY CHECKED OUT
IN THE ACFT AND WAS USED TO FLYING MOONEYS. HE STATED THAT HE DID NOT REFUEL THE ACFT PRIOR TO DEPARTING RENO BECAUSE
HE FEARED THE ACFT PERFORMANCE WOULD BE DETERIORATED AND HE HAD TO CROSS THE MOUNTAINS.

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File No. - 701 5/25/85 CONCORD,CA A/C Reg. No. N66942 Time (Lcl) - 2115 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
6. OBJECT - WIRE,TRANSMISSION
7. LIGHT CONDITION - DARK NIGHT

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phasa of Operation LANDING - ROLL

Finding(s)
8. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,7

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                                        Brief of Accident

     File No. - 692      6/06/85    BRENTWOOD,CA              A/C Reg. No. N6995B           Time (Lcl) - 0745 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL               Fatal    Serious    Minor      None
      Type of Operation        -PERSONAL                        Fire                 Crew     0         0         0          1
      Flight Conducted Under   -14 CFR 91                        NONE                Pass     0         0         0          0
      Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-18-150            Eng Make/Model - LYCOMING O-320-A2A       ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -   2000                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                     Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                               Airport Proximity
      Wx Briefing      - UNK/NR                  Last Departure Point                    ON AIRSTRIP
        Method         - UNK/NR                    ANTIOCH,CA
        Completeness   - UNK/NR                 Destination                            Airport Data
      Basic Weather    - VMC                       BRENTWOOD,CA                            DISCOVERY BAY
        Wind Dir/Speed- CALM                                                                 Runway Ident     - 18
        Visibility    -    50.0   SM           ATC/Airspace                                  Runway Lth/Wid   -  3000 -UNK/NR
        Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE                  Runway Surface   - GRAVEL
        Lowest Ceiling         - NONE            Type of Clearance   - NONE                  Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - TOUCH AND GO
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -    23            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
         STUDENT                              Current       - N/A        Total      -     20         Last 24 Hrs -       1
                                              Months Since  - N/A        Make/Model-     20         Last 30 Days- UNK/NR
                                              Aircraft Type - N/A        Instrument-      0         Last 90 Days-      20


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ON THE STUDENT PLTS SEVENTH ATTEMPTED LANDING, DIRECTIONAL CONTROL WAS LOST AND A GROUNDLOOP OCCURRED. THE STUDENT
PLT HAD LESS THAN TWO HOURS OF TOTAL PILOT IN COMMAND TIME.

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Brief of Accident (Continued)

File No. - 692 6/06/85 BRENTWOOD,CA A/C Reg. No. N69958 Time (Lcl) - 0745 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

--- Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 733       6/08/85    TRUCKEE,CA               A/C Reg. No. N80030           Time (Lcl) - 1939 PDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                    Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                   Crew     0        1        0       0
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        1        0       0
     Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CONSOLIDATED AERONAUTICS LAKE LEng Make/Model - LYCOMING IO-360-A1B     ELT Installed/Activated - YES/YES
     Landing Gear   - AMPHIBIAN                      Number Engines -  1                        Stall Warning System - UNK/NR
     Max Gross Wt   -   2690                         Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -     4                          Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
       Method          - N/A                           DONNER LAKE,CA
       Completeness    - N/A                        Destination                             Airport Data
     Basic Weather     - VMC                           LOCAL                                  UNKNOWN
       Wind Dir/Speed- 150/010 KTS                                                            Runway Ident     - N/A
       Visibility     -   50.0   SM                ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling          - NONE                Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                         Age -    47             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                Current        - UNK/NR    Total      -     325         Last 24 Hrs - UNK/NR
          SE LAND                                Months Since   - UNK/NR    Make/Model-      25          Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument-       0          Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
CONTRARY TO COMMON DEPARTURE PRACTICE, THE PILOT COMMENCED HIS TAKEOFF FROM THE LAKE HEADED WESTBOUND AND
TOWARDS RISING TERRAIN. ADDITIONALLY, HE FAILED TO USE ALL THE TAKEOFF SURFACE AVAILABLE. THE DENSITY ALTITUDE
AT DONNER LAKE AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 8000 FEET.

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File No. - 733   6/08/85   TRUCKEE,CA   A/C Reg. No. N80030   Time (Lcl) - 1939 PDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 710       7/12/85    PASO ROBLES,CA            A/C Reg. No. N8964L           Time (Lcl) - 1812 PST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                             DESTROYED                Fatal   Serious   Minor   None
    Type of Operation         -PERSONAL                      Fire             Crew      0        0        1       0
    Flight Conducted Under    -14 CFR 91                      NONE            Pass      0        0        1       0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN AA-1B          Eng Make/Model - LYCOMING O-235-C2C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1560                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                 Rated Power    -     115 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                              Airport Proximity
    Wx Briefing      - FSS                  Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE              SAN DIEGO,CA
      Completeness   - WEATHER NOT PERTINENT Destination                         Airport Data
    Basic Weather    - VMC                    PASO ROBLES,CA                       PASO ROBLES MUNICIPAL
      Wind Dir/Speed- 290/008 KTS                                                  Runway Ident     - N/A
      Visibility     -    10.0   SM       ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR         Type of Flight Plan  - VFR             Runway Surface   - DIRT
      Lowest Ceiling         - NONE         Type of Clearance    - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE          Type Apch/Lndg       - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     25           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
        PRIVATE                            Current       - YES      Total        -     193       Last 24 Hrs -        3
        SE LAND                            Months Since  - UNK/NR   Make/Model-         67       Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR   Instrument-          0       Last 90 Days-        4


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PASO ROBLES (PRB) FLIGHT SERVICE STATION AIR TRAFFIC CONTROL SPECIALIST REPTD THAT THE PILOT RADIOED THAT
THE AIRCRAFT RAN OUT OF FUEL ABT 5 MILES SO OF PRB. EXAMINATION OF THE WRECKAGE DISCLSED BOTH WING FUEL
TANKS CONTAINED LESS THAT 1 GALLON OF FUEL IN EACH TANK. NO EVIDENCE OF ANY FUEL LEAKS WAS OBSERVED NEAR THE
CARBURETOR OR FUEL TANKS. THE FUEL TANKS INTEGRITY WAS NOT COMPROMISED.

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Brief of Accident (Continued)

File No. - 710 7/12/85 PASO ROBLES,CA A/C Reg. No. N8964L Time (Lcl) - 1812 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 709      7/14/85    LOS BANOS,CA            A/C Reg. No. N6891U         Time (Lcl) - 1740 PDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL             Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                      Fire                Crew    0        0        0        1
    Flight Conducted Under   -14 CFR 91                      NONE               Pass    0        0        0        3
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - MOONEY M-20-E              Eng Make/Model - LYCOMING IO-360-A1A      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -   2575                     Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -      4                     Rated Power    -    200 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                               Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING  Last Departure Point                   OFF AIRPORT/STRIP
      Method        - N/A                      FIVE POINTS,CA
      Completeness  - N/A                   Destination                          Airport Data
    Basic Weather   - VMC                      LOS BANOS,CA                        LOS BANOS MUNICIPAL
      Wind Dir/Speed- 310/004 KTS                                                  Runway Ident     - N/A
      Visibility    -    10.0   SM        ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE       Runway Surface   - DIRT
      Lowest Ceiling         - NONE          Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     40           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
        PRIVATE                             Current        - YES      Total       -    250         Last 24 Hrs - UNK/NR
        SE LAND                             Months Since   -  1       Make/Model-      10          Last 30 Days- UNK/NR
                                            Aircraft Type  - M20E     Instrument-      0           Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A CEMENT EMBANKMENT DURING THE LANDING ROLL AFTER COMPLETING AN EMERGENCY LANDING IN AN
OPEN FIELD ABOUT 5 MILES SO. OF LOS BANOS ARPT, LOS BANOS, CA. THE PLT REPORTED THAT SHORTLY AFTER DEPARTING
HARRIS-ARGO WEST ARPT (5CA7), THE ACFT EXPERIENCED A TOTAL ENGINE POWER LOSS. POST CRASH INVESTIGATION DISCLOSED
BOTH WING FUEL TANKS CONTAINED LESS THAN 1 GALLON OF FUEL IN EACH TANK. THE FUEL TANKS INTEGRITY WAS NOT COMPROMISED.
THE PLT REPORTED THAT HE HAD INTENDED TO REFUEL THE ACFT AT 5CA7, BUT UPON ARRIVAL HE WAS INFORMED THAT FUEL
SERVICE WAS NOT AVAILABLE. THE AIM AND AOPA ARPT DIRECTORIES INDICATE THAT FUEL SERVICE AT 5CA7 WAS NOT AVAILABLE.
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File No. - 709 7/14/85 LOS BANOS,CA A/C Reg. No. N6891U Time (Lcl) - 1740 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. LANDED AT WRONG AIRPORT - INTENTIONAL - PILOT IN COMMAND
4. REFUELING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - SUBMERGED OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

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                                        Brief of Accident

    File No. - 711       7/21/85    AVALON,CA                  A/C Reg. No. N2193Z              Time (Lcl) - 1930 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
   Type of Operation           -PERSONAL                       Fire               Crew       0        0        0        1
   Flight Conducted Under      -14 CFR 91                       NONE              Pass       0        0        0        0
   Accident Occurred During    -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information---
   Make/Model      - PIPER PA-34-200T                 Eng Make/Model - CONTINENTAL TSIO-360      ELT Installed/Activated - YES/YES
   Landing Gear    - TRICYC E-RETRACTABLE             Number Engines -  2                           Stall Warning System - YES
   Max Gross Wt    -   4570                           Engine Type     - RECIP-FUEL INJECTED
   No. of Seats    -      6                           Rated Power     -      200 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING          Last Departure Point                      ON AIRPORT
      Method          - N/A                              LONG BEACH,CA
      Completeness    - N/A                          Destination                             Airport Data
    Basic Weather     - VMC                              AVALON,CA                               CATALINA
      Wind Dir/Speed- 250/008 KTS                                                                Runway Ident     - 22
      Visibility     -     15.0   SM                 ATC/Airspace                                Runway Lth/Wid   -  3200/  100
      Lowest Sky/Clouds  -      CLEAR                  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE                   Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                     Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                        Current        - YES          Total       -   1487        Last 24 Hrs -       12
          SE LAND,ME LAND                       Months Since  -  7            Make/Model-      11        Last 30 Days- UNK/NR
                                                Aircraft Type - C-177         Instrument-     465        Last 90 Days-     222
                                                                              Multi-Eng -      19

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT AND A GND WITNESS REPTD THE ACFT TOUCHED DOWN, MAIN WHEEL FIRST, IN A SMOOTH, SOFT MANNER. UPON TOUCH DOWN
THE NOSE GEAR COLLAPSED. THE ACFT SLID FOR 200 FT BEFORE COMING TO REST. EXAMINATION OF THE NOSE GEAR ASSEMBLY
DISCLOSED THE GEAR ACTUATOR ROD AHD SEPARATED. MICROSCOPIC EXAM OF THE FRACTURED SURFACE REVEALED OVRLD SIGNATURES.
THE NOSE GEAR FORK ASSEMBLY PUNCTURED TO CAUSE THE FORK ASSY TO PENETRATE THE FUSELAGE SKIN. BOTH WINGS INBD SECTION
LOWER SURFACES EXHIBITED EXTENSIVE WRINKLING.

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File No. - 711 7/21/85 AVALON,CA A/C Reg. No. N2193Z Time (Lcl) - 1930 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 705 7/21/85 COLUMBIA,CA A/C Reg. No. N2209J Time (Lcl) - 2115 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
COLUMBIA,CA
Destination
AUBURN,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
COLUMBIA
Runway Ident - 35
Runway Lth/Wid - 4277/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- 263
Instrument- 20
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 13
Last 90 Days- 52
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

ON JULY 21, 1985 AT ABOUT 2115 HOURS P.D.T., CESSNA 150, N2209J, REGISTERED TO LAURENCE P. THOMPSON, AUBURN, CALIFORNIA, AND OPERATED BY SUNSHINE FLYERS, INC., AUBURN, CALIFORNIA, CRASHED AFTER COLLIDING WITH SOME TREES ABOUT 1 MILE NORTH NORTHWEST OF COLUMBIA AIRPORT (O22), COLUMBIA, CALIFORNIA. THE AIRCRAFT DEPARTED RUNWAY 35 ON A VISUAL FLIGHT RULES PERSONAL FLIGHT TO AUBURN MUNICIPAL AIRPORT (AUN), AUBURN, CALIFORNIA. NO FLIGHT PLAN WAS FILED; NOR WAS ONE REQUIRED. THE AIRCRAFT WAS DESTROYED BY IMPACT/POST-IMPACT FIRE. THE TOPS OF TWO TREES SUSTAINED SUBSTANTIAL DAMAGE. THE CERTIFICATED COMMERCIAL PILOT/FLIGHT INSTRUCTOR AND THE SOLE PASSENGER ABOARD THE ABOARD THE AIRCRAFT SUSTAINED FATAL INJURIES. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE FLIGHT HAD ORIGINATED AT O22 AT ABOUT 2114 HOURS.

File No. - 705 7/21/85 COLUMBIA,CA A/C Reg. No. N2209J Time (Lcl) - 2115 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - TREE(S)
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. ENGINE ASSEMBLY,RING - INCORRECT
5. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 740 6/23/85 YUMA,CO A/C Reg. No. N6096P Time (Lcl) - 1900 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
PUEBLO,CO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
YUMA MUNICIPAL
Runway Ident - 04
Runway Lth/Wid - 2200/ 60
Runway Surface - DIRT
Runway Status - DRY
SNOW - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- 0
Multi-eng - 0

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - NONE

----Narrative----

ON JUNE 23, 1985, A PIPER PA24 CRASHED IMMEDIATELY AFTER TAKEOFF FROM YUMA ARPT WHILE AVOIDING ANOTHER ACFT. THE PLT MADE A RIGHT TURN IMMEDIATELY AFTER TAKEOFF. HE THEN SAW THE TRAFFIC AND PUSHED THE CONTROL WHEEL FORWARD. THE ACFT IMPACTED THE GROUND. THE OTHER ACFT WAS A CROPDUSTER. THE PLT OF THE CROPDUSTER SAID THE TWO ACFT WERE 1/4 MILE APART AT THE CLOSEST.

File No. - 740 6/23/85 YUMA,CO A/C Reg. No. N6096P Time (Lcl) - 1900 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

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File No. - 741       7/05/85    DEL NORTE,CO              A/C Reg. No. N731GN            Time (Lcl) - 1530 MDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-AGRICULTURAL AIRCRAFT     Aircraft Damage                      Injuries
                                                         SUBSTANTIAL                 Fatal   Serious   Minor    None
   Type of Operation        -BUSINESS                   Fire                   Crew     0        0        0       2
   Flight Conducted Under   -14 CFR 91                   NONE                  Pass     0        0        0       0
   Accident Occurred During -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - CESSNA A188B             Eng Make/Model - CONTINENTAL IO-520-D    ELT Installed/Activated - NO -N/A
   Landing Gear  - TAILWHEEL-ALL FIXED      Number Engines -  1                         Stall Warning System - YES
   Max Gross Wt  -   4200                   Engine Type    - RECIP-FUEL INJECTED
   No. of Seats  -      1                   Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                   ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                  Destination                          Airport Data
    Basic Weather    - VMC                       LOCAL                             DEL NORTE
      Wind Dir/Speed- 310/008 KTS                                                  Runway Ident     - UNK/NR
      Visibility     -    30.0   SM         ATC/Airspace                           Runway Lth/Wid   -  3800/  200
      Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE       Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE            Type of Clearance   - NONE           Runway Status    - DRY
      Obstructions to Vision- HAZE            Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     54             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                          Current       - YES      Total        -  16000       Last 24 Hrs  - UNK/NR
        SE LAND,ME LAND                     Months Since  - UNK/NR   Make/Model   -  16000       Last 30 Days - UNK/NR
                                            Aircraft Type - C-182    Instrument   -    110       Last 90 Days - UNK/NR
                                                                     Multi-Eng    -    400

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING TO TAKE OFF FROM A 3800-FT GRASS RWY.  FIELD ELEVATION WAS 7700 FT. TEMP WAS 88 DEG.
THE PLT SAID THAT AT ABOUT 2500 FT DOWN THE RWY HE DECIDED TO ABORT THE TAKEOFF. DIRECTIONAL CONTROL WAS LOST
AND THE AIRPLANE GROUNDLOOPED. THE PLT SAID THAT TAKEOFF WAS DOWNWIND AND HE HAD ENCOUNTERED A GUST. ACFT
PERFORMANCE FIGURES INDICATE THAT THE AIRPLANE SHOULD HAVE BEEN ABLE TO ACCELERATED TO TAKEOFF SPEED AND BE
BRAKED TO A STOP IN THE AMOUNT OF RUNWWAY AVAILABLE.
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Brief of Accident (Continued)

File No. - 741 7/05/85 DEL NORTE,CO A/C Reg. No. N7313N Time (Lcl) - 1530 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

Brief of Accident

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     File No. - 641       7/06/85    GRAND LAKE,CO             A/C Reg. No. N563Y            Time (lcl) - 1630 MDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation        -PERSONAL                        Fire               Crew       0        0        0       1
     Flight Conducted Under   -14 CFR 91                        NONE              Pass       0        0        0       0
     Accident Occurred During -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - EIRIAVION OY PIK-20B       Eng Make/Model - N/A               ELT Installed/Activated - NO -N/A
     Landing Gear   - HULL                       Number Engines - N/A                 Stall Warning System - NO
     Max Gross Wt   -      750                   Engine Type    - N/A
     No. of Seats   -        1                   Rated Power    - N/A
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                       LEADVILLE,CO
       Completeness   - N/A                     Destination                           Airport Data
     Basic Weather    - VMC                       LOCAL                                 LAKE COUNTY
       Wind Dir/Speed- 080/007 KTS                                                      Runway Ident     - N/A
       Visibility     -    20.0    SM         ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     8000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - GRASS/TURF
       Lowest Ceiling      - 18000 FT BROKEN       Type of Clearance   - NONE           Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation       - NONE
       Condition of Light    DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     41          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                               Current       - YES      Total       -    270       Last 24 Hrs -        4
        SE LAND                               Months Since  - 18       Make/Model-      120       Last 30 Days- UNK/NR
        GLIDER                                Aircraft Type - UNK/NR   Instrument-        0       Last 90 Days-       21


        Instrument Rating(s)  - NONE
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----Narrative----
ON RETURNING FROM A 300-KILOMETER CROSS-COUNTRY FLIGHT, IN A GLIDER THE PILOT NOTICED THE ABSENCE OF THERMAL ACTIVITY
AND WAS FORCED TO LAND IN AN OPEN FIELD. THE PILOT SAID HE LANDED WITH A 2-5 KNOT TAILWIND AND HIS APPROACH AND
TOUCHDOWN SPEED WAS TOO FAST. THE GLIDER STRUCK A SMALL HOLE, THE PILOT LOST CONTROL AND THE GLIDER GROUNDLOOPED.

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Brief of Accident (Continued)

File No. - 641 7/06/85 GRAND LAKE,CO A/C Reg. No. N563Y Time (Lcl) - 1630 MDT

Occurrence #1	FORCED LANDING
Phase of Operation	DESCENT - NORMAL

Finding(s)
1. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2	LOSS OF CONTROL - ON GROUND
Phase of Operation	LANDING - ROLL

Finding(s)
2. WEATHER CONDITION - TAILWIND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND

Occurrence #3	ON GROUND COLLISION WITH OBJECT
Phase of Operation	LANDING - ROLL

Finding(s)
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  672       2/23/85    ROCKLEDGE,FL             A/C Reg. No. N1ZF              Time (Lcl) - 1430 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation        -PERSONAL                       Fire               Crew        1         0          0         0
     Flight Conducted Under   -14 CFR 91                       NONE              Pass        1         0          0         0
     Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GLOBE SWIFT GC-1B             Eng Make/Model - CONTINENTAL O-300-A       ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-RETRACTABLE MAINS   Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -    1710                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                       Rated Power    -     145 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                        OFF AIRPORT/STRIP
       Method        - N/A                           ROCKLEDGE,FL
       Completeness  - N/A                        Destination                               Airport Data
     Basic Weather   - VMC                           LOCAL
       Wind Dir/Speed- 110/008 KTS                                                             Runway Ident     - N/A
       Visibility    -     7.0   SM              ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface   - N/A
       Lowest Ceiling        - NONE                Type of Clearance   - NONE                  Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     31            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total      -    240       Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - 14        Make/Model-     64       Last 30 Days- UNK/NR
                                                 Aircraft Type  - PA-28     Instrument-     23       Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED INTO A FIELD AFTER EXPERIENCING A LOSS OF PWR. INSPECTION REVEALED ONE OF THE TWO CHECK VALVES INSIDE
THE ENG DRIVEN FUEL PUMP WAS UNSETTED AND WEDGED BETWEEN THE METAL PUMP HOUSING AND THE PUMP DIAPHRAM ACTUATING PLATE
WITH THE CHECK VALVE IN THIS POSITION, NO FUEL FLOW WAS OBSERVED DURING TESTING. WHEN THE CHECK VALVE WAS RESETTED,
NORMAL PUMP OPERATION WAS OBSERVED. THE ELECTRIC FUEL PUMP WAS FOUND IN THE "OFF" POSITION.

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Brief of Accident (Continued)

File No. - 672 2/23/85 ROCKLEDGE,FL A/C Reg. No. N1ZF Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
4. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

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                                        Brief of Accident

   File No. - 702       2/23/85    PUNTA GORDA,FL          A/C Reg. No. N5588Q          Time (Lcl) - 1305 EST
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                  Crew     1        0        0        0
    Flight Conducted Under    -14 CFR 91                       ON GROUND            Pass     2        0        0        0
    Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOONEY M20D              Eng Make/Model - LYCOMING O-360-A1D         ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2500                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                     Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE                 SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT    Destination                             Airport Data
    Basic Weather    - VMC                       CRYSTAL RIVER,FL                         CHARLOTTE COUNTY
      Wind Dir/Speed- 120/018 KTS                                                         Runway Ident     - 90
      Visibility     -    15.0   SM            ATC/Airspace                               Runway Lth/Wid   -  4950/  150
      Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         -   3800 FT BROKEN  Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     41             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                             Current       - YES       Total       -    390        Last 24 Hrs -       1
       SE LAND                             Months Since  - 16        Make/Model-     120        Last 30 Days-       5
                                           Aircraft Type - C-172     Instrument-      65        Last 90 Days-      10


       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
FLT DEPARTED ON RUNWAY 9 AND A WITNESS REPORTED SEEING THE AIRCRAFT SHORTLY AFTER THIS WITH ITS ENGINE LOSING
POWER AND THE PILOT ATTEMPTING TO RETURN TO THE AIRPORT. THIS WITNESS THEN LOST SIGHT OF THE AIRCRAFT. THE
AIRCRAFT CRASHED ONE QUARTER MILE FROM THE INTERSECTION OF RUNWAYS 21 AND 27 IN A 20 TO 25 DEGREE NOSE DOWN
ATTITUDE AT A RELATIVELY SLOW SPEED. POST CRASH INSPECTION OF THE AIRCRAFT REVEALED A POST CRASH FIRE HAD
DESTROYED THE ENGINE ACCESSORY SECTION, COCKPIT INSTRUMENT PANEL, AND CABIN SECTION OF THE AIRCRAFT. INSPECTION
OF THE PROPELLER REVEALED NO EVIDENCE OF ROTATION AT THE TIME OF THE ACCIDENT. POST CRASH INSPECTION OF THE
ENGINE REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION HOWEVER THE CARBURETOR WAS FOUND NOT
TO HAVE A GASKET INSTALLED BETWEEN THE TOP AND BOTTOM SECTIONS AND A FIRE HAD OCCURRED WITHIN THE CARBURETOR
FUEL BOWL.
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File No. - 702   2/23/85   PUNTA GORDA,FL   A/C Reg. No. N5588Q   Time (Lcl) - 1305 EST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. FUEL SYSTEM,CARBURETOR - LEAK
2. MAINTENANCE,OVERHAUL - IMPROPER -

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT

Finding(s)
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

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                                                     National Transportation Safety Board
                                                          Washington, D.C. 20594


                                                         Brief of Accident

       File No. - 602         3/02/85    NEWBERRY,FL                  A/C Reg. No. N90906                Time (Lcl) - 1748 EST
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)              Aircraft Damage                           Injuries
                                                                       SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                            Fire                 Crew       0         0         0         1
      Flight Conducted Under     -14 CFR 91                            NONE                Pass       0         0         0         0
      Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 170                           Eng Make/Model - CONTINENTAL C-145-2        ELT Installed/Activated - UNK/NR
      Landing Gear   - TAILWHEEL-ALL FIXED                  Number Engines - 1                             Stall Warning System - YES
      Max Gross Wt   -   2050                               Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                               Rated Power    -    145 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                          Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING              Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                                  NEWBERRY,FL
        Completeness   - N/A                               Destination                              Airport Data
      Basic Weather    - VMC                                  LOCAL
        Wind Dir/Speed- 320/008 KTS                                                                    Runway Ident      - N/A
        Visibility     -     15.0   SM                    ATC/Airspace                                 Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -    CLEAR                       Type of Flight Plan - NONE                 Runway Surface    - N/A
        Lowest Ceiling         - NONE                       Type of Clearance   - NONE                 Runway Status     - N/A
        Obstructions to Vision- NONE                        Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DUSK
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                              Age -      27                   Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)                    Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                      Current       - NO          Total        -   2150         Last 24 Hrs -        2
          SE LAND,ME LAND                              Months Since  - 25          Make/Model-      962         Last 30 Days- UNK/NR
                                                       Aircraft Type - UNK/NR      Instrument- UNK/NR           Last 90 Days-       30
                                                                                   Multi-Eng -      500         Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
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----Narrative----
THE PLT STATED THAT HE WAS HAVING ENG PROBLEMS SO HE LANDED ON A ROAD, REPAIRED THE PROBLEM, & UPON ATTEMPTING
TO TAKEOFF THE ACFT FIRST STRUCK POWER LINES THEN COLLIDED WITH TREES. INVESTIGATION REVEALED THAT THE PLTS INITIAL
ENG PROBLEM WAS A CLOGGED FUEL FILTER WHICH WAS REMOVED FROM THE ACFT BEFORE THE TAKEOFF ATTEMPT FROM THE ROAD WAS MADE.

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Brief of Accident (Continued)

File No. - 602 3/02/85 NEWBERRY,FL A/C Reg. No. N90906 Time (Lcl) - 1748 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

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   File No. - 605       3/14/85    ZEPHYRHILLS,FL            A/C Reg. No. N7639P            Time (Lcl) - 1145 EST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                        Fire                Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                Pass     0        0        0        0
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-24-180          Eng Make/Model - LYCOMING O-360-A1A        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2590                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                         ZEPHYRHILLS,FL
       Completeness   - N/A                      Destination                            Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 260/008 KTS                                                        Runway Ident     - N/A
       Visibility     -    15.0   SM           ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - N/A
       Lowest Ceiling          - NONE             Type of Clearance    - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg       - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     60          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                            Current       - YES      Total       -    710        Last 24 Hrs -       7
         SE LAND,ME LAND,SE SEA             Months Since  - 15       Make/Model-      710        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument- UNK/NR          Last 90 Days-      24
                                                                     Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE EXPERIENCED A COMPLETE LOSS OF POWER & UPON MAKING HIS EMERG LANDING IN A PASTURE. THE
ACFT STRUCK FENCE POSTS, SEPARATING THE RIGHT MAIN LANDING GEAR. INVESTIGATION OF THE FUEL SYSTEM REVEALED THERE
WAS NO FUEL IN THE LEFT TANK & NEGLIGIBLE FUEL IN THE RIGHT TANK.

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                                  Brief of Accident (Continued)

      File No. -  605       3/14/85    ZEPHYRHILLS,FL              A/C Reg. No. N7639P             Time (Lcl) - 1145 EST
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Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE

Finding(s)
  1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          ON GROUND COLLISION WITH OBJECT
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  4. OBJECT - FENCE
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3
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                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                       Brief of Accident

   File No. - 603       3/14/95    SUGAR LOAF KEY,FL          A/C Reg. No. N5291G             Time (Lcl) - 1305 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -OTHER WORK USE                Fire                  Crew     0         0         1         0
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass     0         0         0         0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 305A               Eng Make/Model - CONTINENTAL O-470          EL  Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                             Stall Warning System - NO
    Max Gross Wt   -    2100                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                   Rated Power    -     240 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                         ON AIRSTRIP
      Method          - N/A                        SUGARLOAF KEY,FL
      Completeness    - N/A                     Destination                                Airport Data
    Basic Weather     - VMC                        LOCAL                                      SUGARLOAD SHORES
      Wind Dir/Speed- 160/008 KTS                                                             Runway Ident      - UNK/NR
      Visibility     -    10.0   SM            ATC/Airspace                                   Runway Lth/Wid   -   2700/   100
      Lowest Sky/Clouds  -      2000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance    - NONE                  Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                        Current         - YES       Total        -    8071         Last 24 Hrs - UNK/NR
          SE LAND,ME LAND,SE SEA                Months Since    -  1        Make/Model-     1004         Last 30 Days- UNK/NR
          GLIDER                                Aircraft Type - UNK/NR      Instrument-      100         Last 90 Days-      200
                                                                            Multi-Eng -     1005

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ENGINE FAILED JUST AFTER TAKEOFF AND THE ACFT LANDED IN A FIELD NORTH OF THE ARPT, COLLIDED WITH TREES AND NOSED
OVER. POST ACCIDENT EXAMINATION OF THE FUEL SYSTEM SHOWS THAT THE ACFT MICRON FUEL FILTER WAS CONTAMINATED TO THE
EXTENT THAT IT CAUSED INSUFFICIENT FUEL FLOW, RESULTING IN THE ENGINE FAILURE AT THE SUSTAINED TAKEOFF POWER SETTING

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Brief of Accident (Continued)

File No. - 603   3/14/85   SUGAR LOAF KEY,FL   A/C Reg. No. N5291G   Time (Lcl) - 1305 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,FILTER - CONTAMINATION
2. FLUID,FUEL - STARVATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
3. OBJECT - TREE(S)

Occurrence #4   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 611       3/16/85    WINTER HAVEN,FL            A/C Reg. No. N6716H             Time (Lcl) - 1320 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                MINOR                        Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                         Fire                  Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE                  Pass     0        0        0        1
    Accident Occurred During  -TAXI                                                   Other    1        0        0        0
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model       - PIPER J3C-85             Eng Make/Model - CONTINENTAL C-85-12      ELT Installed/Activated - NO -N/A
    Landing Gear     - FLOAT                    Number Engines -   1                        Stall Warning System - NO
    Max Gross Wt     -   1220                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats     -     2                    Rated Power    -     85 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                     Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                    Destination                                Airport Data
    Basic Weather     - VMC                        LOCAL                                    BROWNS SEAPLANE BASE
      Wind Dir/Speed- 230/008 KTS                                                           Runway Ident      - 18
      Visibility      -     8.0   SM           ATC/Airspace                                 Runway Lth/Wid    -  3400 /UNK/NR
      Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - WATER
      Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE              Runway Status     - WATER-CALM
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age      -   28           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        ATP CFI                                  Current       - YES       Total         -  1896        Last 24 Hrs   -      5
        SE LAND ME LAND,SE SEA,ME SEA            Months Since  -  2        Make/Model    -   269        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument    -   137        Last 90 Days  -    305
                                                                           Multi Eng     -   229

        Instrument Rating(s)   - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE TAXIING BACK TO THE SEAPLANE RAMP AFTER LANDING THE ACFT STRUCK A SMALL FISHING BOAT CAUSING FATAL INJURIES TO
THE BOATS SOLE OCCUPANT. THE ACFT WAS BEING TAXIED AT HIGH SPEED ON THE STEP AND S TURNS WHERE BEING MADE TO CLEAR
THE AREA DUE TO THE PLT NOT HAVING ANY FORWARD VISIBILITY FROM THE REAR SEAT OF THE ACFT. THE BOAT WAS SPOTTED BY THE
PLT JUST PRIOR TO IMPACT BUT EVASIVE ACTION COULD NOT AVOID THE COLLISION.
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Brief of Accident (Continued)

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      File No.   611      3/16/85   WINTER HAVEN,FL            A/C Reg. No. N617AH              Time (Lcl) - 1920 EST
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Occurrence           ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAXI - FROM LANDING
  1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. OBJECT - VEHICLE
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

      File No. - 604       3/17/85   BIG PINE KEY,FL           A/C Reg. No. N1814Y             Time (Lcl) - 0945 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                         Fire                  Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                         NONE                 Pass      0        0        0        2
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172                  Eng Make/Model - CONTINENTAL O-300-D       ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED              Number Engines -   1                          Stall Warning System - YES
     Max Gross Wt    -    2100                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                     Rated Power     -     145 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
       Method          - N/A                       MIAMI,FL
       Completeness    - N/A                    Destination                               Airport Data
     Basic Weather     - VMC                       KEY WEST,FL
       Wind Dir/Speed- 250/015 KTS                                                          Runway Ident     - N/A
       Visibility      -     10.0   SM        ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface   - N/A
       Lowest Ceiling          - NONE           Type of Clearance    - VFR                  Runway Status     N/A
       Obstructions to Vision- NONE             Type Apch/Lndg       - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      30          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current        - YES      Total      -     124        Last 24 Hrs -        1
         SE LAND                                Months Since  -  1        Make/Model-      66         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      32         Last 90 Days-        9
                                                                                                      Rotorcraft  -        4

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE IN CRUISE FLT AT ABOUT 1200 FT & 2300 RPM THE ENG LOST PWR & THE ACFT WAS DITCHED APRX
100 YARDS OFF SHORE IN THE OCEAN WATERS. THE ACFT WAS FOUND TO HAVE SUFFICIENT FUEL IN BOTH TANKS. THE FUEL SELECTOR
WAS ON, THE FUEL SCREEN WAS CLEAN & FUEL WAS PRESENT IN THE CARBURETOR BOWL. THE IGNITION SYSTEM WAS INTACT &
DISASSEMBLY OF THE ENG SHOWS NO EVIDENCE OF INTERNAL FAILURE OR MALFUNCTION. THE ACFT WAS OPERATING AT A POWER
SETTING & ALT THAT IN REFERENCE TO PERFORMANCE CHARTS FOR TEMP & HUMIDITY IS CONDUSIVE TO CARBURETOR VENTURI
ICING.
```

File No. - 604 3/17/85 BIG PINE KEY,FL A/C Reg. No. N1814Y Time (Lcl) - 0945 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                                    Brief of Accident

     File No. - 662      3/24/85    FORT PIERCE,FL            A/C Reg. No. N6587S            Time (Lcl) - 1623 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor   None
     Type of Operation          -PERSONAL                     Fire                  Crew      0        0        0       1
     Flight Conducted Under     -14 CFR 91                      NONE                Pass      0        0        0       1
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150H                  Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1650                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
       Method         - N/A                         FORT PIERCE,FL
       Completeness   - N/A                      Destination                          Airport Data
     Basic Weather    - VMC                         LOCAL                                HARRY W. NELSON
       Wind Dir/Speed- 240/005 KTS                                                       Runway Ident      - 18
       Visibility     -      7.0    SM          ATC/Airspace                             Runway Lth/Wid    -  2000/  100
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE             Runway Surface    - GRASS/TURF
       Lowest Ceiling          - NONE             Type of Clearance   - NONE             Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      30           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                Current        - YES        Total      -     100      Last 24 Hrs -        3
         SE LAND                                Months Since   -  5         Make/Model-       44      Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-       2      Last 90 Days-      26
                                                                            Multi-Eng -       4

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
TAKEOFF RUN WAS REPORTED TO BE NORMAL. AFTER LIFT OFF THE AIRCRAFT WOULD NOT CLIMB AND ENGINE RPM WAS NOTICED TO BE
300 RPM LOW. THE AIRCRAFT DESCENDED AND STRUCK A PINE TREE AT THE END OF THE RUNWAY. THE AIRCRAFT WAS BEING OPERATED
WITHIN 60 POUNDS OF THE MAXIMUM GROSS WEIGHT AND THE DENSITY ALTITIUDE WAS APRX 1200 FT. INSPECTION OF THE AIRCRAFT
AFTER THE ACCIDENT REVEALED THE CARBURETOR HEAT CABLE HOUSING HAD BROKEN NOT ALLOWING THE CANLE TO MOVE THE HEAT VALVE
TO THE CLOSED POSITION. THE ENGINE WAS RUN TO FULL POWER AND WITH NO EVIDENCE OF FAILURE OR MALFUNCTION. WHEN THE
CARBURETOR HEAT HANDLE WAS PULLED ON THE ENGINE RPM DROPPED 300 RPM. WHEN THE CARBURETOR HEAT HANDLE WAS PUSHED TO
COLD THE ENGINE RPM REMAINED 300 LOW.
------------------------------------------------------------------------------------------------------------------
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File No. - 662 3/24/85 FORT PIERCE,FL A/C Reg. No. N6587S Time (Lcl) - 1623 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)
1. CARBURETOR HEAT CONTROL,CABLE - FAILURE,PARTIAL

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF

Finding(s)
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 613 3/25/85 FORT MYERS,FL A/C Reg. No. N79CM Time (Lcl) - 0758 EST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -TOP FLIGHT AIR SERVICE IN
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER AEROSTAR 600
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5500
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-G1B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TAMPA,FL
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data
PAGE FIELD
Runway Ident - 05
Runway Lth/Wid - 6401/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-600

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	4600	Last 24 Hrs -	12
Make/Model-	48	Last 30 Days-	UNK/NR
Instrument-	270	Last 90 Days-	260
Multi-Eng -	1500		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT LANDED WITH BOTH MAIN WHEEL BRAKES LOCKED AS EVIDENCED BY SKID MARKS IN THE TOUCHDOWN ZONE OF THE RWY. AFTER APRX 200 FEET OF SKIDDING THE LEFT BRAKE RELEASED AND DUE TO THE RIGHT BRAKE NOT RELEASING THE PLT LOST CONTROL. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY AND BOTH MAIN LANDING GEARS COLLAPSED. POST CRASH INSPECTION OF THE ACFT REVEALED THAT BOTH MAIN TIRES HAD SKID MARKS ON THEM AND THAT THE RIGHT TIRE HAD BLOWN OUT. ADDITIONALLY, BOTH BRAKES HAD EVIDENCE OF HAVING BEEN EXTREMELY OVERHEATED TO THE POINT THE BRAKE MATERIAL HAD MELTED AWAY. THE BRAKE PRESSURE SUPPLY SYSTEM APPEARED TO OPERATE CORRECTLY. THE PLT STATED THAT ON HIS LAST TAKEOFF THE ACFT ACCELERATED SLOWLY.

Brief of Accident (Continued)

File No. - 613 3/25/85 FORT MYERS,FL A/C Reg. No. N79CM Time (Lcl) - 0758 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
2. LANDING GEAR,NORMAL BRAKE SYSTEM - OVERTEMPERATURE
3. LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
4. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - DETERIORATED
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. -  784       3/30/85    KEY LARGO,FL              A/C Reg. No. N84303              Time (Lcl) - 1229 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                 Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass     0        0        0       0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - AERONCA 7AC                  Eng Make/Model - CONTINENTAL C-75         ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt  -    1220                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       4                      Rated Power    -       75 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                          PORT LARGO,FL
      Completeness  - N/A                       Destination                              Airport Data
    Basic Weather   - VMC                          LOCAL
      Wind Dir/Speed- 130/013 KTS                                                          Runway Ident     - N/A
      Visibility    -    10.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds        3000 FT THIN BKN  Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling        - 25000 FT BROKEN    Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     49                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,ATP                          Current         - YES      Total        -  11000        Last 24 Hrs -       1
        SE LAND,ME LAND,ME SEA                  Months Since    -  2       Make/Model-     700        Last 30 Days- UNK/NR
        HELICOPTER     ,GLIDER                  Aircraft Type   - 727      Instrument-     260        Last 90 Days-     165
                                                                           Multi-Eng -    7200        Rotorcraft  -      66

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED TAVERNARO ARPT WITH AN ESTIMATED 3 TO 4 GALLONS OF FUEL ON BOARD & PROCEEDED NORTHEAST TO PORT
LARGO ARPT, EXECUTED TWO TOUCH & GO LANDINGS. DEPARTED THE PATTERN & APPROXIMATELY 6 MILES NORTHEAST OF PORT
LARGO ARPT THE ENG STARTED TO RUN ROUGH & THEN QUIT, ALL ATTEMPTS TO RESTART THE ENG WERE TO NO AVAIL. POST CRASH
EXAMINATION & FUNCTIONAL TEST OF THE ENG REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.
--------------------------------------------------------------------------------------------------------------------------
```

File No. - 784   3/30/85   KEY LARGO,FL   A/C Reg. No. N84303   Time (Lcl) - 1229 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. REFUELING - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2   DITCHING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 764        3/31/85    ROCKLEDGE,FL              A/C Reg. No. N5180S           Time (Lcl) - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                Crew      1        0        0       0
     Flight Conducted Under     -14 CFR 91                      NONE               Pass      0        0        0       0
     Accident Occurred During   -UNKNOWN
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-180           Eng Make/Model - LYCOMING O&VO-360        ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2400                   Engine Type    - RECIPROCATING CARBURETOR
     No. of Seats   -       4                   Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method          - N/A                       MERRITT ISLAND,FL
       Completeness    - N/A                    Destination                            Airport Data
     Basic Weather     - VMC                       LOCAL
       Wind Dir/Speed- 200/008 KTS                                                        Runway Ident     - N/A
       Visibility      -    10.0   SM           ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE             Type of Clearance   - NONE              Runway Status    - WET
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      43               Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                              Current       - UNK/NR     Total       -     650        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                         Months Since  - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        0         Last 90 Days- UNK/NR


         Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
```

ON MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE FL. NO EVIDENCE OF PRE-EXISTING AIRFRAME OR POWERPLANT FAILURE WAS FOUND. THE ACFT IMPACTD THE GROUND IN A HIGH VELOCITY 40 DEGREE NOSE DOWN ATTITUDE. AN INTERVIEW WITH PERSONS WHO HAD BEEN WITH THE PILOT DURING THE PREVICUS DAY AND NIGHT REVEALED THAT HE HAD BEEN EMOTIONALLY DISTRAUGHT OVER AN APPARENT OCCASION OF MEDICAL PROBLEMS.

File No. - 764   3/31/85   ROCKLEDGE,FL   A/C Reg. No. N5180S   Time (Lcl) - UNK/NR

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   UNKNOWN

Finding(s)
1. SUICIDE - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. -  785       4/05/85     KEY WEST,FL                    A/C Reg. No. N8705N             Time (Lcl) - 1350 EST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                              Injuries
                                                                   SUBSTANTIAL                      Fatal     Serious     Minor     None
     Type of Operation          -PERSONAL                        Fire                      Crew       0          0          0         1
     Flight Conducted Under     -14 CFR 91                         NONE                    Pass       0          0          0         3
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-28-140              Eng Make/Model  - LYCOMING O-320               ELT Installed/Activated - UNK/NR
     Landing Gear    - TRICYCLE-FIXED               Number Engines  -   1                            Stall Warning System - YES
     Max Gross Wt    -    2050                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                      Rated Power     -      160 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                    Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                          UNK/NR
       Method          - N/A                        SUMMERLAND KEY,FL
       Completeness    - N/A                      Destination                              Airport Data
     Basic Weather     - VMC                        LOCAL
       Wind Dir/Speed- 140/013 KTS                                                            Runway Ident      - N/A
       Visibility     -   10.0   SM             ATC/Airspace                                  Runway Lth/Wid    - N/A
       Lowest Sky/Clouds -     3000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface    - WATER
       Lowest Ceiling          - NONE             Type of Clearance    - VFR FLIGHT FOLLOWINGRunway Status      - WATER-CALM
       Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      39                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                      Flight Time (Hours)
          PRIVATE                                  Current         - NO      Total        -    144      Last 24 Hrs -       2
          SE LAND                                  Months Since    - 27      Make/Model-        70      Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR    Instrument-         0      Last 90 Days-      35


          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE ON A LOCAL SIGHTSEEING FLT, THE ENG QUIT COMPLETELY & OPON TOUCHDOWN IN THE WATER THE
ACFT FLIPPED OVER & CAME TO REST INVERTED. INVESTIGATION REVEALED THAT THE PLT DEPARTED SUMMERLAND KEY WITH AN
INSUFFICIENT AMOUNT OF FUEL FOR HIS INTENDED FLT.
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Brief of Accident (Continued)

File No. - 785 4/05/85 KEY WEST,FL A/C Reg. No. N8705N Time (lcl) - 1350 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - FAILURE,TOTAL
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

```
File No. - 786       4/05/85    CRYSTAL RIVER,FL          A/C Reg. No. N28OEZ             Time (Lcl) - 1123 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                             SUBSTANTIAL                    Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                     Fire                  Crew       0         0         0         1
   Flight Conducted Under     -14 CFR 91                     NONE                 Pass       0         0         0         1
   Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CANARD, INC. LONG EZ          Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - NO -N/A
   Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                         Stall Warning System - UNK/NR
   Max Gross Wt   -   1425                        Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -      2                        Rated Power    -     110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                             Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                  OFF AIRPORT/STRIP
     Method          - N/A                          OCALA,FL
     Completeness    - N/A                        Destination                         Airport Data
   Basic Weather     - VMC                          LOCAL
     Wind Dir/Speed- 230/010 KTS                                                        Runway Ident      - N/A
     Visibility     -    10.0    SM             ATC/Airspace                            Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface    - DIRT
     Lowest Ceiling          - NONE               Type of Clearance   - NONE             Runway Status     - DRY
     Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current        - YES          Total      -     447        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - 23           Make/Model-      220        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR        Instrument-       32        Last 90 Days-      28

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE FLYING AT LOW LEVEL HE COLLIDED WITH SOME POWER LINES, SEVERING HIS MAIN LANDING GEAR
& ONE HALF OF HIS LEFT WINGLET. HE THEN CONTINUED ABOUT 4 MILES FURTHER LANDING IN A CLEAR AREA ON THE CRYSTAL RIVER
POWER PLANT PROPERTY & SLID APRX 50 YARDS BEFORE HE STOPPED.
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Brief of Accident (Continued)

File No. - 786 4/05/85 CRYSTAL RIVER,FL A/C Reg. No. N280EZ Time (Lcl) - 1123 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)
1. OBJECT - WIRE,STATIC
2. LOW PASS - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION
5. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 684   4/07/85   ORLANDO,FL   A/C Reg. No. N36938   Time (Lcl) - 0805 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	1	1	0	0

----Aircraft Information----

Make/Model - THE BALLOON WORKS FIREFLY 7B
Landing Gear - N/A
Max Gross Wt - 1050
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Instrument Rating(s) - NONE

Age - 53
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - 160
Make/Model- 15
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 11

----Narrative----

THE BALLOON WAS DESTROYED BY AN EXPLOSION AND SUBSEQUENT FIRE DURING TOUCHDOWN IN AN OPEN FLD. THE PLT AND WITNESSES STATED THE GONDOLA TOUCHED DOWN WITH A "JOLT" AND TILTED IN THE DIRECTION OF TRAVEL. SHORTLY THEREAFTER, A POPPING NOISE WAS HEARD FOLLOWED BY A HISSING NOISE AND A CLOUD OF PROPANE GAS VAPOR WAS SEEN RISING TOWARD THE PILOT LIGHT OF THE BURNER LOCATED NEAR THE OCCUPANT'S HEADS. THE PLT AND ONE PASSENGER ESCAPED FROM THE GONDOLA AS AN EXPLOSION OCCURRED. THE BALLOON THEN ASCENDED APRX 200 FT WITH THE 2ND PASSENGER STILL IN THE GONDOLA. A 2ND EXPLOSION WAS HEARD AT WHICH TIME THE GONDOLA SEPARATED FROM THE ENVELOPE AND FELL TO THE GROUND. INVESTIGATION REVEALED THE METAL FITTING CONNECTING THE #1 PROPANE TANK TO THE FUEL SUPPLY HOSE HAD FAILED. METALLURGICAL EXAM DISCLOSED THE FRACTURE WAS DUE TO OVERSTRESS WITH NO EVIDENCE OF FATIGUE.

Brief of Accident (Continued)

File No. - 684 4/07/85 ORLANDO,FL A/C Reg. No. N36938 Time (Lcl) - 0805 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL

Occurrence #2 FIRE/EXPLOSION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL
3. BALLOON EQUIPMENT,HEATER SYSTEM - EXPLODED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  775        4/10/85    WABASSO,FL                    A/C Reg. No. N2648R              Time (Lcl) - 1226 EST
------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                    Fatal   Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL                  Fire                   Crew       0        0         0         2
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass       0        0         0         0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28R-200           Eng Make/Model - LYCOMING IO-360-C1C       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2900                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                    Rated Power    -     200 HP
------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                        VERO BEACH,FL
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- 090/014 KTS                                                         Runway Ident      - N/A
       Visibility    -     7.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - DIRT
       Lowest Ceiling       -   6000 FT BROKEN     Type of Clearance   - NONE              Runway Status     - SOFT
       Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
       Precipitation        - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      39            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
         COMMERCIAL,ATP,CFI                     Current       - YES       Total       -  28967        Last 24 Hrs -      58
         SE LAND,ME LAND                        Months Since  -  5        Make/Model-      350        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-     3621        Last 90 Days-    3224
                                                                          Multi-Eng -     5717

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------------
----Narrative----
INSTRUCTIONAL FLIGHT PRACTICING STEEP TURNS. ENGINE LOST OIL THROUGH CRACK IN PROPELLER GOVERNOR OIL LINE AND SEIZED.
INSTRUCTOR TOOK OVER CONTROL AND LANDED ON A ROAD IN A SAND PIT. PILOT WAS UNABLE TO STEER THROUGH AN "S" TURN ON THE
ROAD AND COLLIDED WITH A SAND HILL. THE AREA OF THE OIL LINE WHERE THE CRACK OCCURRED WAS HEAVILY CORRODED AND
IMPROPERLY ATTACHED TO THE ENGINE.

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Brief of Accident (Continued)

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      File No. - 775      4/10/85    WABASSO,FL                A/C Reg. No. N2648R            Time (Lcl) - 1226 EST
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     MANEUVERING

Finding(s)
  1. LUBRICATING SYSTEM,OIL LINE - CORRODED
  2.   MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
  3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT - COMPANY MAINTENANCE PSNL
  4. LUBRICATING SYSTEM,OIL LINE - CRACKED
  5. FLUID,OIL - EXHAUSTION
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  7.   UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  8. TERRAIN CONDITION - ROUGH/UNEVEN
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,7,8
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 714 4/10/85 PANAMA CITY BCH,FL A/C Reg. No. N54522 Time (Lcl) - 1030 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	1	0

----Aircraft Information----

Make/Model - BELL 47G-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2336
Make/Model- 2336
Instrument- 0
Last 24 Hrs - 14
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - 2330

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS CARRYING TWO PAYING PASSENGERS FOR A SIGHTSEEING RIDE AND HAD TAKEN OFF TWO MINUTES EARLIER FROM A HELICOPTER PAD AT THE BEACH. HE STATED THAT HE FELT THE ENGINE SPUTTER, THE CYCLIC STICK SHAKE, LESS THAN 10 SECONDS LATER THE ACFT HIT THE WATER IN LEVEL ATTITUDE WITH A VERY HIGH RATE OF DESCENT. HE HAD COMPLETED 14 FLIGHTS AND THE ENGINE HAD BEEN RUN FOR ABOUT 30 MINUTES SINCE HE TOPPED-OFF THE TANKS THE NIGHT BEFORE. HE EXPRESSED DOUBTS ABOUT THE ACCURACY OF THE FUEL QUANTITY GAGE. HE DID NOT VISUALLY CHECK THE TANKS THAT MORNING. HE DID NOT POSSESS A PILOT'S CERTIFICATE.

File No. - 714 4/10/85 PANAMA CITY BCH,FL A/C Reg. No. N54522 Time (Lcl) - 1030 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FUEL SUPPLY - INADEQUATE - UNQUALIFIED PERSON
2. FLUID,FUEL - STARVATION
3. AIRCRAFT PREFLIGHT - INADEQUATE - UNQUALIFIED PERSON
4. INADEQUATE CERTIFICATION/APPROVAL,AIRMAN - COMPANY/OPERATOR MGMT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. TERRAIN CONDITION - WATER,GLASSY
6. AUTOROTATION - NOT PERFORMED - UNQUALIFIED PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 3

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                                        Brief of Accident

    File No. -  776       4/16/85    VERO BEACH,FL              A/C Reg. No. N2428D            Time (Lcl) - 1220 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                 Fatal   Serious    Minor     None
     Type of Operation         -INSTRUCTIONAL                  Fire                 Crew      0        0         0        2
     Flight Conducted Under    -14 CFR 91                       NONE                Pass      0        0         0        0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-38-112                   Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                    Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1670                           Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                            Rated Power     -     112 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                       Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING           Last Departure Point                       ON AIRPORT
       Method         - N/A                               VERO BEACH,FL
       Completeness   - N/A                            Destination                               Airport Data
     Basic Weather    - VMC                               LOCAL                                    VERO BEACH MUNICIPAL
       Wind Dir/Speed- 280/007 KTS                                                                 Runway Ident      - 29L
       Visibility     -    10.0   SM                  ATC/Airspace                                 Runway Lth/Wid   -   6271/  100
       Lowest Sky/Clouds  -    CLEAR                    Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                    Type of Clearance    - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                     Type Apch/Lndg       - SIMULATED FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                              Age -     23            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                    Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                               Current       - YES        Total      -       0         Last 24 Hrs -       0
         SE LAND,ME LAND                              Months Since  -  6         Make/Model-   1350          Last 30 Days- UNK/NR
                                                      Aircraft Type - UNK/NR     Instrument- UNK/NR          Last 90 Days-       0
                                                                                 Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A STUDENT TRNG FLT THE INSTRUCTOR PILOT STATED THAT HE REDUCED THROTTLE ON TAKEOFF AT ABOUT 75 FT AGL, TO
SIMULATE AN ENGINE FAILURE. THE STUDENT PILOT PITCHED THE NOSE OF THE ACFT UP AND THE INSTRUCTOR PILOT TOOK OVER CONTROL
 OF THE ACFT, LOWERED THE NOSE, ADDED PWR, AND ATTEMPTED TO FLARE THE ACFT. HE STATED HE RAN OUT OF AFT ELEVATOR AND
THE ACFT STALLED & LANDED HARD.

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File No. - 776 4/16/85 VERO BEACH,FL A/C Reg. No. N2428D Time (Lcl) - 1220 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - INADVERTENT - PILOT IN COMMAND
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. FLARE - IMPROPER - PILOT IN COMMAND(CFI)
8. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

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                             National Transportation Safety Board
                                  Washington, D.C. 20594



                                        Brief of Accident

    File No. - 713       4/19/85    CLEARWATER,FL              A/C Reg. No. N5054Y            Time (Lcl) - 1010 EST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                           Injuries
                                                              DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation        -PERSONAL                      Fire                  Crew      1        0        0       0
     Flight Conducted Under   -14 CFR 91                      NONE                 Pass      1        0        0       0
     Accident Occurred During -DESCENT
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BELLANCA 8KCAB               Eng Make/Model - LYCOMING AEIO-320-E1B    ELT Installed/Activated - YES/NO
     Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    1800                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      2                       Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 070/008 KTS                                                           Runway Ident     - N/A
       Visibility     -     8.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - WATER
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - WATER - CHOPPY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     24          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         COMMERCIAL                            Current       - YES       Total      -    1560          Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                       Months Since  - 14        Make/Model-       10          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-       93          Last 90 Days- UNK/NR
                                                                         Multi-Eng -      146

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS OBSERVED DOING LOW LEVEL AEROBATICS. WHILE DIVING INVERTED OVER THE WATER  HE ATTEMPTED TO PERFORM AN
OUTSIDE LOOP. THE ACFT IMPACTED THE WATER INVERTED AFTER THE STALL ONSET. INTERVIEWS WITH FELLOW PILOTS DISCLOSED THAT
THE PILOT HAD BEEN RECENTLY BRAGGING ABOUT A NEW AEROBATIC MANEUVER, WHERE HE PULLED MINUS 4 GS WITHIN 10 FT OF THE
WATER. NO PARACHUTES WERE FOUND ON BOARD THE ACFT.

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File No. - 713 4/19/85 CLEARWATER,FL A/C Reg. No. N5054Y Time (Lcl) - 1010 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. AIRCRAFT PERFORMANCE - EXCEEDED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PROPER ALTITUDE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. AEROBATICS - PERFORMED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
9. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 7,9

Brief of Accident

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     File No. - 747       4/22/85    FORT MYERS,FL              A/C Reg. No. N739DA            Time (Lcl) - 1630 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire              Crew        0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE             Pass        0        0        0        0
    Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N                   Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -   2300                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                        Rated Power    -      160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          FORT MYERS,FL                           SEAIR
      Wind Dir/Speed- 090/014 KTS                                                           Runway Ident     - 09
      Visibility     -    15.0   SM             ATC/Airspace                                Runway Lth/Wid   -  2200/   65
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
      Lowest Ceiling         -  4100 FT BROKEN    Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      48               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        STUDENT                                  Current       - N/A        Total        -     108         Last 24 Hrs -       1
                                                 Months Since  - N/A        Make/Model-        108         Last 30 Days- UNK/NR
                                                 Aircraft Type - N/A        Instrument-          0         Last 90 Days- UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT ON TAKEOFF GROUND RUN FROM A TURF RUNWAY HE FELT SEVERE VIBRATION IN THE NOSE GEAR AND LIFTED IT
OFF THE GROUND. AS HE DID HE THOUGHT HE FELT A LOSS OF ENGINE POWER AN ABORTED THE TAKEOFF. BEFORE THE AIRCRAFT
COULD BE STOPPED IT OVERRAN THE RUNWAY INTO THE GULF OF MEXICO. POST CRASH INSPECTION OF THE AIRCRAFTS NOSE GEAR
AND ENGINE REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION. THE AIRPORT OPERATOR STATED THAT
THE WINDS WERE OUT OF THE WEST AT THE TIME OF THE ACCIDENT AND THAT THE FLIGHT DEPARTED TO EAST. WIND WERE
APPROXIMATELY 10 KNOTS, AND THIS WOULD HAVE GIVEN THE FLIGHT A 10 KNOT TAILWIND AT DEPARTURE. PROPER SOFTFIELD
TAKEOFF TECHNIQUE WAS NOT USED.
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Brief of Accident (Continued)

File No. - 747 4/22/85 FORT MYERS,FL A/C Reg. No. N739DA Time (Lcl) - 1630 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT USED - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. ROTATION - IMPROPER - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
7. ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. -  748        4/27/85    SHARPES,FL              A/C Reg. No. N46494            Time (Lcl) - 1415 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -BANNER TOW                     Fire               Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172K
     Landing Gear   - TRICYCLE-FIXED            Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/NO
     Max Gross Wt   -   2150                    Number Engines -  1                          Stall Warning System - YES
     No. of Seats   -      4                    Engine Type    - RECIPROCATING-CARBURETOR
                                                Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                              Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
       Method        - N/A                        MERRITT ISLAND,FL
       Completeness  - N/A                     Destination                           Airport Data
     Basic Weather   - VMC                        LOCAL
       Wind Dir/Speed- 070/010 KTS                                                    Runway Ident      - N/A
       Visibility    -     6.0   SM           ATC/Airspace                            Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface    - GRASS/TURF
       Lowest Ceiling         - NONE            Type of Clearance   - NONE            Runway Status     - SOFT
       Obstructions to Vision- HAZE             Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     54             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                         Current         - YES       Total       -    2300       Last 24 Hrs -       6
         SE LAND,ME LAND                        Months Since    -  1        Make/Model-       620       Last 30 Days-     626
         GLIDER                                 Aircraft Type - UNK/NR      Instrument-        95       Last 90 Days-    1088
                                                                            Multi-Eng -        60

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
CARBURETOR HAD RUSTED PARTS AND NEEDED AN OVERHAUL. PILOT WAS DEMONSTRATING POWER OFF STALL TO PASSENGERS, WHEN HE
TRIED TO APPLY POWER, ENGINE DID NOT RESPOND. LANDED IN SOFT TERRAIN. SWERVED TO AVOID DITCH. NOSE WHEEL COLLAPSED.
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Brief of Accident (Continued)

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      File No. -  748       4/27/85    SHARPES,FL              A/C Reg. No. N46494             Time (Lcl) - 1415 EST
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     MANEUVERING

Finding(s)
  1. FUEL SYSTEM,CARBURETOR - IMPROPER
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  2. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  4.     IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - ROLL

Finding(s)
  5. TERRAIN CONDITION - SOFT
  6. TERRAIN CONDITION - DITCH
  7.   GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
  8. LANDING GEAR,NOSE GEAR - OVERLOAD
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6
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Brief of Accident

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     File No. - 782       3/31/85    BLAIRSVILLE,GA            A/C Reg. No. N98760             Time (Lcl) - 1650 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation           -PERSONAL                     Fire                  Crew      0         0         0        2
    Flight Conducted Under      -14 CFR 91                     NONE                 Pass      0         0         0        0
    Accident Occurred During    -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER J-3C-65              Eng Make/Model - CONTINENTAL C85           ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -    1220                    Engine Type    - RECIPROCATING CARBURETOR
    No. of Seats   -       2                    Rated Power    -      85 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        ANDREWS-MURPHY,NC                        BLAIRSVILLE
      Wind Dir/Speed- 330/019 KTS                                                          Runway Ident     - 23
      Visibility     -   15.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  3200/   75
      Lowest Sky/Clouds  -     UNK/NR           Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling        -  2200 FT BROKEN   Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     39             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current        - YES       Total        -     246        Last 24 Hrs -        4
        SE LAND                              Months Since   -  7        Make/Model-         51        Last 30 Days- UNK/NR
                                             Aircraft Type - C-150      Instrument-          0        Last 90 Days-       10

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PRIVATE PILOT AND HIS STUDENT PLT PASSENGER WERE DEPARTING THE A/P WHEN THE PLT MADE A SHARP TURN DOWNWIND AT
ABOUT 100 FT OF ALT. THE A/C MASHED INTO THE GROUND BOUNCED AND LANDED IN SMALL TREES. THE NEAREST REPORTED WINDS
WERE RECORDED AT 19 KTS. THE PLT ESTIMATED THE WIND AT ABOUT 10 KTS. THE FBO REPORTED A 20-30 FT KNOLL UP WIND OF
THE IMPACT POINT OF THE J-3.

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Brief of Accident (Continued)

File No. - 782 3/31/85 BLAIRSVILLE,GA A/C Reg. No. N98760 Time (Lcl) - 1650 EST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. MANEUVER - PREMATURE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. TERRAIN CONDITION - GROUND
6. WEATHER CONDITION - UNFAVORABLE WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 677 5/12/85 SAVANNAH,GA A/C Reg. No. N5844P Time (Lcl) - 1305 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4
Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 060/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4400 FT
Lowest Ceiling - 4400 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
EASTMAN,GA
Destination
ASHVILLE,NC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
SAVANNAH IN'L
Runway Ident - 09
Runway Lth/Wid - 9003/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - 800
Last 24 Hrs - 5
Last 30 Days- 10
Last 90 Days- 10
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT LDG THE ACFT WITH THE LDG GEAR RETRACTED. HE STATED THAT HE EVIDENTLY FORGOT TO EXTEND THE GEAR.

File No. - 677 5/12/85 SAVANNAH,GA A/C Reg. No. N5844P Time (Lcl) - 1305 EDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 678        5/12/85    BROXTON,GA                 A/C Reg. No. N739UD           Time (Lcl) - 1915 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                         Injuries
                                                             SUBSTANTIAL                   Fatal    Serious    Minor    None
    Type of Operation         -PERSONAL                     Fire                    Crew     0         0         0        1
    Flight Conducted Under    -14 CFR 91                     NONE                   Pass     0         0         0        3
    Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N               Eng Make/Model - LYCOMING O-320-H2AD      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                   Rated Power    -     160 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                            Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point               OFF AIRPORT/STRIP
      Method          - N/A                       DOUGLAS,GA
      Completeness    - N/A                    Destination                       Airport Data
    Basic Weather     - VMC                       SAME AS ACC/INC
      Wind Dir/Speed- 360/005 KTS                                                 Runway Ident     - N/A
      Visibility    -    25.0   SM          ATC/Airspace                          Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE          Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE              Type of Clearance   - NONE          Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      35          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current        - YES     Total      -     122        Last 24 Hrs -        1
        SE LAND                               Months Since   - 20      Make/Model-       87        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR   Instrument-        7        Last 90 Days-        4


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH POWER LINES ON FINAL APCH TO A PRIVATE AIRSTRIP. THE ACFT WAS LANDED IN A FIELD NEXT TO THE
RWY. THE WIRES WERE NOT MARKED. THE PLT REPORTED HE WAS AWARE OF THE LARGE POWER LINES NEAR THE APCH END OF RWY 36
BUT WAS UNAWARE OF THE SMALL POWER LINES WHICH WERE LOCATED ABOVE THE LARGER LINES.

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File No. - 678 5/12/85 BROXTON,GA A/C Reg. No. N739UD Time (Lcl) - 1915 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - WIRE,TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Brief of Accident

```
    File No. - 615       5/19/85    FAYETTEVILLE,GA            A/C Reg. No. N98164              Time (Lcl) - 1930 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                       Fire                  Crew     0         0         0         1
   Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0         0         0         0
   Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - PIPER J3C-65              Eng Make/Model - CONTINENTAL A-65          ELT Installed/Activated - YES/YES
   Landing Gear  - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
   Max Gross Wt  -    1220                   Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats  -       2                   Rated Power    -      65 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                  Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       ON AIRSTRIP
     Method         - N/A                      SAME AS ACC/INC
     Completeness   - N/A                    Destination                             Airport Data
   Basic Weather    - VMC                      LOCAL                                    WILLOW POND
    Wind Dir/Speed- 190/01[illegible] KTS                                               Runway Ident     - 15
     Visibility     -   15.0   SM            ATC/Airspace                               Runway Lth/Wid   -  1500 -UNK/NR
     Lowest Sky/Clouds  -     UNK/NR          Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
     Lowest Ceiling         - 25000 FT BROKEN Type of Clearance   - NONE                Runway Status    - DRY
     Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                       Age -     41             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL,ATP                      Current       - YES        Total      -  15015         Last 24 Hrs -       2
       SE LAND,ME LAND                     Months Since  -  5         Make/Model-   2030          Last 30 Days- UNK/NR
       HELICOPTER                          Aircraft Type - UNK/NR     Instrument-   1848          Last 90 Days-     160
                                                                      Multi-Eng -  11020          Rotorcraft  -    1455

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER TAKEOFF WITH A LOW FUEL STATE, THE PLT PULLED THE ACFT INTO A STEEP CLIMB. A PWR LOSS WAS EXPERIENCED
AND THE ACFT REPORTEDLY STALLED AND SPUN INTO A POND ON THE PVT GRASS AIRSTRIP. TEN POUNDS OF FUEL WERE DRAINED FROM
THE ACFT AFTER THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 615 5/19/85 FAYETTEVILLE,GA A/C Reg. No. N98164 Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - STARVATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 616       5/21/85    MILLEDGEVILLE,GA         A/C Reg. No. N991PG            Time (Lcl) - 1800 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                       Fire                   Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0         0         0         0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GALLOWAY B-8M            Eng Make/Model - MC CULLOCH O              ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   -     500                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                  Rated Power    -       72 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - VMC                       LOCAL                                    BALDWIN CO.
      Wind Dir/Speed- 270/005 KTS                                                         Runway Ident      - 27
      Visibility     -    20.0    SM          ATC/Airspace                                Runway Lth/Wid    -  5000/  100
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TOUCH AND GO
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     54             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        STUDENT                                Current       - N/A         Total       -     142         Last 24 Hrs - UNK/NR
                                               Months Since  - N/A         Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                               Aircraft Type - N/A         Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR            Rotorcraft  -     35

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT THE GYROPLANE WAS BLOW OFF THE SIDE OF THE RWY BY A GUST OF WIND DURING THE TAKEOFF PORTION OF A
TOUCH AND GO LANDING. THE ACFT TRAVELED INTO A GRASS AREA AND NOSED OVER. THE STUDENT PLT DID NOT HAVE A SOLO
ENDORSEMENT AND HAD ONLY TWO HOURS OF DUAL INSTRUCTION IN A GYROCOPTER WHICH WAS BEING PULLED BY AN AUTOMOBILE.

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File No. - 616 5/21/85 MILLEDGEVILLE,GA A/C Reg. No. N991PG Time (Lcl) - 1800 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 661       5/25/85    BROOKLET,GA              A/C Reg. No. N32826             Time (Lcl) - 0930 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                          Injuries
                                                             DESTROYED                       Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                    Fire                    Crew      0        1        0       0
    Flight Conducted Under     -14 CFR 91                    NONE                   Pass      0        0        0       0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-28-140          Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt    -    2150                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                  Rated Power    -     140 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                       SEBRING,FL
      Completeness    - N/A                    Destination                             Airport Data
    Basic Weather     - VMC                       BROOKLET,GA                             DAVIS AIRPARK
      Wind Dir/Speed- 340/004 KTS                                                        Runway Ident     - 09
      Visibility     -    20.0   SM            ATC/Airspace                               Runway Lth/Wid   -  2700
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
      Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     48              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                              Current        - YES      Total      -     380        Last 24 Hrs -       3
        SE LAND                              Months Since   - 13       Make/Model-     380        Last 30 Days- UNK/NR
                                             Aircraft Type  - PA-28    Instrument-       1        Last 90 Days-      50

       Instrument Rating(s)  - NONE
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----Narrative----
THE PLT STATED THAT 2 APPROACHES WERE MADE TO RWY 09 AND HE COULD NOT LOCATE A WIND INDICATOR. HE WAS ALSO UNABLE TO CONTACT ANYONE OVER THE UNICOM TO OBTAIN WIND INFORMATION. THE PLT ATTEMPTED A LANDING ON RWY 09 DURING WHICH THE ACFT BOUNCED AND A GO-AROUND WAS INITIATED. THE ACFT STRUCK A TREE APRX 3 MILES EAST OF THE AIRPARK AND CRASHED IN A WOODED AREA. THE PLT LATER ESTIMATED THE WIND TO BE FROM 270 DEGREES AT 15 KTS.

File No. - 661 5/25/85 BROOKLET,GA A/C Reg. No. N32826 Time (Lcl) - 0930 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. TERRAIN CONDITION - TREE(S)
2. WIND INFORMATION - NOT RECEIVED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 656        1/16/85    KAHULUI,MAUI,HI            A/C Reg. No. N58399                Time (Lcl) - 1041 HST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                           Injuries
                                                              SUBSTANTIAL                   Fatal    Serious    Minor     None
   Type of Operation          -AERIAL OBSERVATION             Fire                  Crew      0         0         0         1
   Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0         0         3
   Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - HUGHES 369D                 Eng Make/Model  - ALLISON C20B-250         ELT Installed/Activated - NO -N/A
   Landing Gear   - SKID                        Number Engines  - 1                            Stall Warning System - NO
   Max Gross Wt   -   3000                      Engine Type     - TURBOSHAFT
   No. of Seats   -      4                      Rated Power     -     375 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method         - N/A                        KAHULUI,HI
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        LOCAL                                    KAHULUI
      Wind Dir/Speed- 340/005 KTS                                                          Runway Ident      - UNK/NR
      Visibility     -   20.0    SM           ATC/Airspace                                 Runway Lth/Wid    - UNK/NR
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                 Runway Surface    - GRAVEL
      Lowest Ceiling         - NONE             Type of Clearance   - VFR                  Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING                           ROUGH
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      28          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE,ATP,CFI                       Current        - YES        Total      -   3600        Last 24 Hrs -       3
         SE LAND                               Months Since   - 10         Make/Model-    755         Last 30 Days-      80
         HELICOPTER                            Aircraft Type  - 204        Instrument-    258         Last 90 Days-     275
                                                                                                      Rotorcraft  -    3315

         Instrument Rating(s)  - HELICOPTER
----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, ABOUT 1.4 HOURS INTO A LOCAL PHOTO FLT, THE FUEL GAGE SHOWED 125 POUNDS AND HE ELECTED TO RETURN
TO THE ARPT FOR MORE FUEL. WITH THE FUEL GAGE SHOWING JUST UNDER 100 POUNDS, ENGINE FLAMED OUT ON APPROACH TO THE ARPT
AND PLT EXECUTED AN AUTOROTATION TO A ROCKY CLEAR AREA. EXAMINATION OF THE FUEL SYSTEM DISCLOSED THAT THE FUEL TANK
WAS EMPTY AND THAT BOTH THE GAGE AND WARNING LIGHT INDICATED HIGHER QUANTITIES THAN ARE ACTUALLY IN THE FUEL TANK.
THE PLT DID NOT VISUALLY CHECK THE FUEL QUANTITY DURING THE PREFLIGHT.
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Brief of Accident (Continued)

File No. - 656 1/16/85 KAHULUI,MAUI,HI A/C Reg. No. N58399 Time (Lcl) - 1041 HST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. WARNING SYSTEM(OTHER) - INCORRECT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  660        5/29/85    WEST LIBERTY,IA           A/C Reg. No. N8976F            Time (Lcl) - 1300 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor   None
    Type of Operation          -AERIAL APPLICATION            Fire               Crew       0        0        0       1
    Flight Conducted Under     -14 CFR 137                     NONE               Pass       0        0        0       0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 269C                Eng Make/Model - LYCOMING HIO-360        ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                       Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    1670                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       2                    Rated Power    -      180 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                          Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- CALM                                                              Runway Ident     - N/A
      Visibility     -    15.0   SM             ATC/Airspace                            Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE            Runway Surface   - N/A
      Lowest Ceiling        - NONE                Type of Clearance   - NONE            Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                       Age -     37           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
          COMMERCIAL                            Current        - YES      Total       -    3550        Last 24 Hrs -        3
          SE LAND                               Months Since   -  2       Make/Model-     1730        Last 30 Days- UNK/NR
          HELICOPTER                            Aircraft Type - UNK/NR    Instrument-       70        Last 90 Days-       70
                                                                                                      Rotorcraft   -    3500

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
ON A DOWNWIND SWATH RUN THE HELICOPTER EXPERIENCED AN ENG FAILURE AND THE PLT ENTERED AN AUTOROTATION. THE PLT THEN
MADE A HARD LANDING WHICH RESULTED IN SUBSTANTIAL DAMAGE. INSPECTION OF THE ENGINE REVEALED THAT THE NUT WHICH RETAINS
THE GEAR TO CRANKSHAFT END HAD BACKED OFF ALLOWING THE GEAR TO SEPARATE AND THE ENG TO QUIT. THE NUT SAFETY WHICH
BUTTS UP TO THE NUT FACE WAS NOT IN PLACE.
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      File No. -  660       5/29/85    WEST LIBERTY,IA          A/C Reg. No. N8976F              Time (Lcl) - 1300 CDT
--------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  1. ENGINE ASSEMBLY,OTHER - SEPARATION
  2.   MAINTENANCE,OVERHAUL - INADEQUATE - COMPANY MAINTENANCE PSNL
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------------

Occurrence #3          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  3. TERRAIN CONDITION - GROUND
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 770        6/16/85    JEFFERSON,IA              A/C Reg. No. N4703S             Time (Lcl) - 1735 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                             DESTROYED                  Fatal   Serious    Minor    None
   Type of Operation         -PERSONAL                      Fire                 Crew     1        0         0        0
   Flight Conducted Under    -14 CFR 91                      NONE                Pass     0        0         0        0
   Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - JOEL K. SENTER RV-4          Eng Make/Model - LYCOMING O- 320-E2A        ELT Installed/Activated - YES/NO
   Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - NO
   Max Gross Wt  -    1500                      Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats  -      2                       Rated Power    -      150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
     Method         - N/A                        JEFFERSON,IA
     Completeness   - N/A                      Destination                              Airport Data
   Basic Weather    - VMC                        JEFFERSON,IA                              UNKNOWN
     Wind Dir/Speed- 150/007 KTS                                                           Runway Ident      - N/A
     Visibility      -    20.0   SM           ATC/Airspace                                 Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE                 Runway Surface    - N/A
     Lowest Ceiling       -    1200 FT OVERCAST Type of Clearance   - NONE                 Runway Status     - N/A
     Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     39              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total       -    147      Last 24 Hrs -      2
        SE LAND                                 Months Since   - 10       Make/Model-      84      Last 30 Days-      9
                                                Aircraft Type    RV-4     Instrument-       2      Last 90 Days-     11


      Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT CRASHED OUT OF CONTROL AFTER 8 LOW ALT DEMONSTRATION PASSES ABOVE RWY AT ABOUT 50 FT AGL. AFTER THE LAST
PASS, A LOW AIRSPEED MANEUVER. THE PLT EXECUTED A STEEP TURN AND DESCENDED IN A NOSE LOW ATTITUDE TO GROUND IMPACT.
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Brief of Accident (Continued)

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      File No. - 770        6/16/85    JEFFERSON,IA                  A/C Reg. No. N4703S            Time (Lcl) - 1735 CDT
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     MANEUVERING

Finding(s)
  1. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. AIRSPEED - IMPROPER - PILOT IN COMMAND
  4. LOW PASS - PERFORMED - PILOT IN COMMAND
  5.     IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6.     IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  7. TERRAIN CONDITION - CROP
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----
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The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                 Brief of Accident

     File No. - 771       7/02/85    DENISON IA           A/C Reg. No. N6799D            Time (Lcl) - 2000 CDT
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                        Fire               Crew       0        0        0        1
    Flight Conducted Under    -14 CFR 91                        NONE               Pass       0        0        0        0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BRANTLY B-2                 Eng Make/Model  - LYCOMING VO-360-A1A     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines  -  1                        Stall Warning System - NO
    Max Gross Wt   -    1670                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power     -     180 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method          - N/A                        SAME AS ACC/INC
       Completeness    - N/A                     Destination                            Airport Data
     Basic Weather     - VMC                        LOCAL                                  DENISON MUNI
       Wind Dir/Speed- 360/005 KTS                                                        Runway Ident     - 35
       Visibility     -    15.0   SM             ATC/Airspace                               Runway Lth/Wid   -  2200/  200
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     47               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL,ATP,CFI                   Current          - YES        Total        -   6591        Last 24 Hrs  -      1
        SE LAND,ME LAND                      Months Since     -  3         Make/Model-      263        Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type - A7            Instrument-        0        Last 90 Days-      27
                                                                           Multi-Eng -     1019        Rotorcraft   -    306

        Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------
----Narrative----
PLT REPORTS THAT THE ENG IDLE SETTING WAS TOO LOW AND THE ENG QUIT WHEN HE REDUCED POWER DURING A PRACTICE AUTOROTATION
 THE ACFT TOUCHED DOWN HARD AND THE MAIN ROTOR CONTACTED TAIL BOOM.
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Brief of Accident (Continued)

File No. - 771 7/02/83 DENISON,IA A/C Reg. No. N6799D Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER -
2. MAINTENANCE,ADJUSTMENT - IMPROPER -

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Brief of Accident

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    File No. - 623       3/01/85    BANCROFT,ID                 A/C Reg. No. N9386B             Time (Lcl) - 1700 MST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               DESTROYED                     Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                      Fire                  Crew      1          0         0         0
     Flight Conducted Under    -14 CFR 91                      NONE                 Pass      0          0         0         0
     Accident Occurred During  -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 175                   Eng Make/Model - LYCOMING O-360          ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED               Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt  -    2350                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       4                      Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method         - N/A                         PRESTON,ID
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - IMC                         SAME AS ACC/INC                          BANCROFT
       Wind Dir/Speed- 330/015 KTS                                                           Runway Ident      - 25
       Visibility     -     1.000 SM            ATC/Airspace                                 Runway Lth/Wid    -  2500/   25
       Lowest Sky/Clouds  -       500 FT PART OBS  Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling         -  1000 FT OBSCURED  Type of Clearance   - NONE                Runway Status     - SNOW - DRY
       Obstructions to Vision- BLOWING SNOW        Type Apch/Lndg      - FULL STOP
       Precipitation          - SNOW
       Condition of Light     - DUSK
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -    44             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - UNK/NR     Total       - UNK/NR         Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT IMPACTED LEVEL TERRAIN APRX 500 YARDS EAST OF THE BANCROFT ARPT. N9386B WAS ONE OF A FLT OF TWO ACFT
RETURNING TO BANCROFT FROM PRESTON, ID. THE WX HAD DETERIORATED DURING THE FLT WITH SNOW SHOWERS AND BLOWING SNOW.
WHILE THE OTHER ACFT WAS LANDING AT BANCROFT. THE PLT OF N9386B ELECTED TO FLY OVER HIS HOUSE BEFORE LANDING. THE
PLT'S WIFE HEARD THE ACFT FLY OVER AND BECAME CONCERNED WHEN HE DID NOT RETURN HOME. THE ACFT CONTACTED THE TERRAIN
LEFT WING FIRST AND CARTWHEELED. THE WRECKAGE WAS LOCATED ALONG WHAT WOULD HAVE BEEN A BASE LEG FOR RWY 25.

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Brief of Accident (Continued)

File No. - 623 3/01/85 BANCROFT,ID A/C Reg. No. N9386B Time (Lcl) - 1700 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - WHITEOUT
3. LIGHT CONDITION - DUSK
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 689      3/08/85    HAILEY,ID               A/C Reg. No. N3115U          Time (Lcl) - 1843 MST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC     Aircraft Damage                     Injuries
     Name of Carrier            -HORIZON AIRLINES, INC.          SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -SCHEDULED,DOMESTIC,PAX/CARGO   Fire                  Crew     0         0         0         2
     Flight Conducted Under     -14 CFR 135                      NONE                  Pass     0         0         0        18
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - FAIRCHILD SA-227AC               Eng Make/Model - GARRETT TPE33111U611G    ELT Installed/Activated - YES-UNK/NR
     Landing Gear    - TRICYCLE-RETRACTABLE             Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt    -  14500                           Engine Type    - TURBOPROP
     No. of Seats    -     20                           Rated Power    -    1000 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR                      Last Departure Point                   ON AIRPORT
       Method         - UNK/NR                        SALT LAKE CITY,UT
       Completeness   - UNK/NR                     Destination                           Airport Data
     Basic Weather    - VMC                           HAILEY,ID                              FRIEDMAN MEMORIAL
       Wind Dir/Speed- 300/005 KTS                                                          Runway Ident     - 31
       Visibility     -    20.0   SM                ATC/Airspace                             Runway Lth/Wid   -  6600/  100
       Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - IFR              Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE                   Type of Clearance   - IFR              Runway Status    - DRY
       Obstructions to Vision- NONE                   Type Apch/Lndg      - VISUAL
       Precipitation         - NONE                                         STRAIGHT-IN
       Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      33          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         ATP                                   Current       - YES     Total       -   4900        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                       Months Since  - UNK/NR  Make/Model-    1200        Last 30 Days- UNK/NR
                                               Aircraft Type - SA-227  Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                       Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ON LDG THE EXPERIENCED CAPTN ENCOUNTERED A RIGHT DRIFT ON THE DRY RWY WITH NEGLIGIBLE WINDS. RUDDER/PWR/NOSEWHEEL
STEERING INPUTS WERE INSUFFICIENT TO REGAIN DIRECTIONAL CONTROL. RIGHT DRIFT TRANSLATED INTO A STRONG RIGHT SWERVE
WITH CONTINUED APPLICATION OF FULL LEFT NOSEWHEEL STEERING AND SIMULTANEOUS BRAKING. ACFT DEPARTED RIGHT SIDE OF RWY
AND NOSEWHEEL OBSERVED TRACKING STRAIGHT INTO SNOW & NO NOSEWHEEL SKID MARKS OBSERVED. TESTING REVEALED REDUCED
NOSEWHEEL STEERING EFFECTIVENESS WITH DECREASING NOSE STRUT COMPRESSION DUE TO ENGAGEMENT OF CENTERING CAM. CAPTN
REPORTED "NOSE HIGH" TAXI ATTITUDE AND "PITCH SENSITIVE" FLT. CAPTN/OTHER PLTS REPORTED DIFFICULTY ACHIEVING EQUAL
BRAKING DURING CONDITIONS OF LARGE RUDDER PEDAL DISPLACEMENT. THIS CONDITION IS NOT ADDRESSED IN PLT/OPS MANUALS.
CHECK OF BRAKE/NOSEWHEEL STEERING SYSTEMS REVEALED NO MECHANICAL MALFUNCTION.
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Brief of Accident (Continued)

File No. - 689 3/08/85 HAILEY,ID A/C Reg. No. N3115U Time (Lcl) - 1843 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),CONTROL LOCATION - MANUFACTURER
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT MANUALS - MANUFACTURER
4. LANDING GEAR,NOSEWHEEL STEERING - INADEQUATE

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                      Brief of Accident

    File No. - 787       4/28/85    BLISS,ID                 A/C Reg. No. N5122H          Time (Lcl) - 1430 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                                DESTROYED                  Fatal   Serious   Minor   None
      Type of Operation          -PERSONAL                     Fire              Crew      1       0         0       0
      Flight Conducted Under     -14 CFR 91                     NONE             Pass      0       1         0       0
      Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - PIPER PA-14                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
      Landing Gear    - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - NO
      Max Gross Wt    -     1850                    Engine Type      - RECIPROCATING-CARBURETOR
      No. of Seats    -        4                    Rated Power      -     150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                             Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                  OFF AIRPORT/STRIP
        Method            N/A                       GOODING,ID
        Completeness    - N/A                    Destination                         Airport Data
      Basic Weather     - VMC                       LOCAL
        Wind Dir/Speed- 340/010 KTS                                                     Runway Ident      - N/A
        Visibility     -     50.0   SM            ATC/Airspace                           Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -      15000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface    - N/A
        Lowest Ceiling          - NONE             Type of Clearance    - NONE           Runway Status     - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg       - NONE
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     33               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          STUDENT                                 Current        - N/A        Total        -      0         Last 24 Hrs -        3
                                                  Months Since   - N/A        Make/Model-         4         Last 30 Days- UNK/NR
                                                  Aircraft Type  - N/A        Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                              Multi-Eng  - UNK/NR           Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED BY WITNESSES TO CLIMB OUT AT A STEEP ANGLE & SLOW AIRSPEED AFTER THE 3RD TOUCH & GO
BEFORE PERFORMING A WINGOVER LIKE MANEUVER & CRASHING IN THE X-WIND TURN. THE PAX REPORTED THE PLT EXECUTING A
STEEP LEFT TURN BEFORE THE ACFT BEGAN A SMOOTH RAPID DESCENT. THE FLAPS WERE FOUND RETRACTED. THE PLT REPORTED
HAVING FLOWN FOR THE PREVIOUS 10 YEARS BUT POSSESSED ONLY A STUDENT PLT CERTIFICATE. HE ALSO REPORTED
UNFAMILIARITY WITH THE COCKPIT ERGONOMICS OF THE PA-14 AS COMPARED TO THE PA-18 WHICH HE HAD BEEN FLYING.

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                              Brief of Accident (Continued)

      File No. - 787      4/28/85    BLISS,ID                  A/C Reg. No. N5122H           Time (Lcl) - 1430 MDT
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. WEATHER CONDITION - GUSTS
  2.   AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
  5.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 693 5/13/85 OWYHEE RESERV.,ID A/C Reg. No. N5425D Time (Lcl) - 1500 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BEECHCRAFT H-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1650
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BOISE,ID
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 286
Make/Model- 29
Instrument- 13
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE FLT DEPARTED FROM BOISE, IDAHO, ON THE LEFT MAIN FUEL TANK. FIFTEEN MINUTES INTO THE FLT THE PLT SWITCHED TO THE LEFT AUXILIARY TANK. SEVERAL MINUTES LATER, THE ENGINE CEASED OPERATING DISPITE THE PLTS SWITCHING BACK TO THE LEFT MAIN FUEL TANK. AN ENGINE RESTART WAS NOT SUCCESSFUL. DUE TO VERY ROUGH TERRAIN, THE PLT MADE A FORCED LANDING ALONG A RIVER BANK WHERE SUBSTANTIAL DAMAGE WAS DONE. NO REASON FOR THE ENGINE FAILURE COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 693   5/13/85   OWYHEE RESERV.,ID   A/C Reg. No. N5425D   Time (Lcl) - 1500 MDT

Occurrence #1   LOSS OF POWER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 798      5/14/85    MURPHY,ID                   A/C Reg. No  N1815Q            Time (Lcl) - 0636 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                              DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                       Fire                 Crew     1        0        0        0
    Flight Conducted Under    -14 CFR 91                       NONE                Pass     1        0        0        0
    Accident Occurred During  -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 177RG               Eng Make/Model - LYCOMING IO-360-A1B6      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2800                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                     Rated Power    -     200 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                    Airport Proximity
    Wx Briefing       - FSS                     Last Departure Point                         OFF AIRPORT/STRIP
      Method          - TELEPHONE                 NAMPA,ID
      Completeness    - PARTIAL,LMTD BY PILOT   Destination                                Airport Data
    Basic Weather     - IMC                       HOLLISTER,CA
      Wind Dir/Speed- 310/008 KTS                                                            Runway Ident     - N/A
      Visibility     -     5.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     1000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling       -   4000 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation        - RAIN
      Condition of Light   - DAWN
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -    44           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
        PRIVATE                                 Current       - UNK/NR    Total      -   1220        Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since  - UNK/NR    Make/Model- UNK/NR         Last 30 Days-      4
                                                Aircraft Type - UNK/NR    Instrument- UNK/NR         Last 90 Days-     20
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT RECEIVED A PREFLIGHT WX BRIEF INDICATING A RECENT FRONTAL PASSAGE IN THE AREA WITH STRONG WINDS AND
TRUBULENCE ASSOCIATED WITH THUNDERSHOWERS ALONG THE INITIAL ROUTE OF FLIGHT UNTIL CLEAR OF THE OWYHEE MOUNTAINS. NO
FLT PLAN WAS FILED. RADAR TRACKED THE ACFT TARGET SOUTH INTO THE MOUNTAINS WHERE IT DISAPPEARED. ANALYSIS OF RADAR
DATA SHOWS THE TARGET CIRCLING BEFORE DISAPPEARING. WITNESSES AT BOISE, IDAHO AIRPORT STATED OWYHEE MOUNTAINS,
NORMALLY VISIBLE FROM THE ARPT, WERE OBSCURED BY CLOUDS AT THE TIME OF OCCURRENCE. RELATIVES INDICATED A
BUSINESS MEETING WAS SCHEDULED FOR THAT MORNING AT DESTINATION. INVESTIGATION SHOWED ACFT IMPACTED TERRAIN
IN DESCENDING LEFT TURN AT A HIGH RATE OF SPEED.

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File No - 798 5/14/85 MURPHY,ID A/C Reg. No. N1815Q Time (Lcl) - 0636 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - OBSCURATION
8. WEATHER CONDITION - RAIN

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

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                          National Transportation Safety Board
                                Washington, D.C. 20594


                                   Brief of Accident

     File No. - 698      6/21/85    TWIN FALLS,ID            A/C Reg. No. N6762K          Time (Lcl) - 1930 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation          -AERIAL APPLICATION            Fire                 Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 137                     NONE                 Pass     0        0        0       0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - GRUMMAN 164B              Eng Make/Model - P&W R-1340-AN1          ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED       Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -    4500                   Engine Type    - TURBOSHAFT
    No. of Seats    -      1                    Rated Power    -     600 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing       - UNK/NR                  Last Departure Point                      ON AIRPORT
      Method          - UNK/NR                    TWIN FALLS,ID
      Completeness    - UNK/NR                 Destination                              Airport Data
    Basic Weather     - VMC                       LOCAL                                   TWIN FALLS
      Wind Dir/Speed- CALM                                                                Runway Ident      - 12
      Visibility      -    50.0   SM          ATC/Airspace                                Runway Lth/Wid    -  3207/  100
      Lowest Sky/Clouds  -      CLEAR           Type of Flight Plan - NONE                Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     56            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                            Current       - UNK/NR     Total        -  11850      Last 24 Hrs -      12
        SE LAND,ME LAND,SE SEA                Months Since  - UNK/NR     Make/Model-   4000      Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      0      Last 90 Days-     170
                                                                         Multi-Eng -    350

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
A PARTIAL LOSS OF POWER OCCURRED DURING AERIAL APPLICATION DUE TO A CRACK AROUND ONE OF THE CYLINDERS. WHILE THE
PLT WAS ATTEMPTING TO DUMP CHEMICALS, THE ACFT SETTLED ONTO THE GROUND TEARING OFF THE RT MAIN GEAR. THE PLT THEN FLEW
ON TO TWIN FALLS TO LAND. THE ACFT FLIPPED INVERTED DURING THE LANDING.

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Brief of Accident (Continued)

File No. - 698   6/21/85   TWIN FALLS,ID   A/C Reg. No. N6762K   Time (Lcl) - 1930 MDT

Occurrence #1   LOSS OF POWER
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - CRACKED

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   MANEUVERING

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident

      File No. - 725       6/23/85    OROFINO,ID               A/C Reg. No. N25231          Time (Lcl) - 1000 MDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire                  Crew     0         0         1         0
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0         0         1         0
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LUSCOMB 8A                 Eng Make/Model - CONTINENTAL A-65-8        ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1400                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                     Rated Power     -      65 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRPORT
      Method         - N/A                         OROFINO,ID
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         OROFINO,ID                              OROFINO MUNICIPAL
      Wind Dir/Speed- 270/010 KTS                                                          Runway Ident      - 27
      Visibility     -   20.0   SM              ATC/Airspace                               Runway Lth/Wid   -  2520/   50
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      57              Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                  Current        - NO        Total       -     912         Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since   - 31        Make/Model -       12         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-        3          Last 90 Days-      17


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
DURING STRONG GUSTING WINDS THE PRIVATE PLT WAS ATTEMPTING TO GIVE DUAL INSTRUCTION. DURING SHORT FINAL FOR RWY 27
AND THE WIND FROM 270 AT 8 TO 12 KNOTS GUSTING TO 18 KNOTS AN APPROACH STALL WAS ENTERED INTO A ABOUT 50 FEET
AGL. ALTHOUGH AN ATTEMPTED RECOVERY WAS MADE. THE ACFT STRUCK THE RWY AND THEN CAME TO REST AFTER IT STRUCK AN FBO'S
BUILDING.

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Brief of Accident (Continued)

File No. - 725 6/23/85 OROFINO,ID A/C Reg. No. N25231 Time (Lcl) - 1000 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. -  700       6/28/85    BURLEY,ID                   A/C Reg. No. N935AB           Time (Lcl) - 0735 MDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                   SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation         -TEST FLIGHT                      Fire                 Crew     0         0          1         0
      Flight Conducted Under    -14 CFR 91                         NONE                Pass     0         0          0         0
      Accident Occurred During  -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BORRESON DRAGON FLY          Eng Make/Model - VOLKSWAGON UNKNOWN        ELT Installed/Activated - YES-UNK/NR
      Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - UNK/NR
      Max Gross Wt  -    1075                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  - UNK/NR                       Rated Power    - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                Airport Proximity
      Wx Briefing      - UNK/NR                 Last Departure Point                     ON AIRPORT
        Method         - UNK/NR                   BURLEY,ID
        Completeness   - UNK/NR                Destination                             Airport Data
      Basic Weather    - VMC                      LOCAL                                  BURLEY
        Wind Dir/Speed- 050/012 KTS                                                      Runway Ident     - UNK/NR
        Visibility    -    30.0   SM          ATC/Airspace                               Runway Lth/Wid   -   4034/  150
        Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
        Lowest Ceiling       - 25000 FT OVERCAST     Type of Clearance   - NONE          Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation        - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      37           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                 Current        - YES      Total     -    379          Last 24 Hrs -       0
          SE LAND                                 Months Since  -  0        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR    Instrument-      0          Last 90 Days-       5


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT CRASHED DUE TO LOSS OF CONTROL DURING TAKEOFF. THE PLT REPORTED THAT DURING TAKEOFF CLIMB, THE NOSE OF THE
ACFT PITCHED DOWN DESPITE THE APPLICATION OF AFT ELEVATOR PRESSURE. THE ACFT CONTACTED THE RWY AND BOUNCED. THE PLT
THEN REDUCED PWR AND THE ACFT ONCE AGAIN CONTACTED THE RWY NOSE FIRST BEFORE COMING TO REST.

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Brief of Accident (Continued)

File No. - 700 6/28/85 BURLEY,ID A/C Reg. No. N935AB Time (Lcl) - 0735 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 736       7/15/85    PACATELLO,ID               A/C Reg. No. N2396E            Time (Lcl) - 0815 MDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                    Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                        Fire                     Crew      0         0          0          1
    Flight Conducted Under     -14 CFR 91                        NONE                     Pass      0         0          0          2
    Accident Occurred During   -TAXI
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172                    Eng Make/Model - LYCOMING O-320-D2J       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2550                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                    Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                         ON AIRPORT
      Method         - UNK/NR                      BUTTE MT
      Completeness   - UNK/NR                   Destination                                Airport Data
    Basic Weather    - VMC                         POCATELLO,ID                                 POCATELLO MUNICIPAL
      Wind Dir/Speed- 080/004 KTS                                                               Runway Ident     - UNK/NR
      Visibility     -    40.0   SM            ATC/Airspace                                     Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -     7000 FT SCATTERED Type of Flight Plan - VFR                      Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                     Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     38              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                  Current       - UNK/NR      Total       -     133       Last 24 Hrs -        3
       SE LAND                                  Months Since  - UNK/NR      Make/Model-      33       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-       4       Last 90 Days-        7


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING THE PLT WAS INSTRUCTED BY THE TOWER TO EXPEDITE OFF THE RWY AND TAXIWAY DUE TO A JET FOLLOWING
CLOSE BEHIND. DURING TAXI FROM THE TAXIWAY TO THE RAMP, THE PLT WAS PAYING PARTICULAR ATTENTION TO HIS RIGHT WING
TIP TO AVOID PARKED ACFT. THE ACFT STRUCK A CHAIN LINK FENCE WITH ITS LEFT WING AND THE PROPELLOR STRUCK A
PARKED UNOCCUPIED CAR.

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File No. - 736 7/15/85 PACATELLO,ID A/C Reg. No. N2396E Time (Lcl) - 0815 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. CLEARANCE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

   File No. - 732       8/04/85    CALDWELL,ID              A/C Reg. No. N5511X            Time (Lcl) - 0930 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT           Aircraft Damage                  Injuries
                                                                SUBSTANTIAL              Fatal    Serious    Minor     None
    Type of Operation        -AERIAL APPLICATION               Fire              Crew      0         0         0         1
    Flight Conducted Under   -14 CFR 137                        NONE              Pass      0         0         0         0
    Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - ROCKWELL COMMANDER S2R         Eng Make/Model - AIRESEARCH TPE-331-43A    ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt  -    6000                        Engine Type    - TURBOPROP
    No. of Seats  -       1                        Rated Power    -      575 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                          CALDWELL,ID
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                          LOCAL                                    UNKNOWN
      Wind Dir/Speed- CALM                                                                   Runway Ident     - N/A
      Visibility     -    20.0   SM              ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     37          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                             Current        - YES       Total       -   3785        Last 24 Hrs -       8
        SE LAND                                Months Since   - 20        Make/Model- UNK/NR          Last 30 Days- UNK/NR
        HELICOPTER                             Aircraft Type  - 150       Instrument-       78        Last 90 Days-     588
                                                                                                      Rotorcraft   -    258

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AN AERO COMMANDER S2R HAD BEEN MODIFIED BY THE INSTALLATION OF AN AIR RESEARCH TPE-331-43A POWER PLANT. DURING
AN AERIAL APPLICATION FLIGHT THE PILOT HEARD A LOUD BANG AND EXPERIENCED A LOSS OF POWER. INVESTIGATION REVEALED
THE FIRST STAGE TURBINE WHEE, PART #867569-4 HAD DISINTEGRATED.

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Brief of Accident (Continued)

File No. - 732   8/04/85   CALDWELL,ID   A/C Reg. No. N5511X   Time (Lcl) - 0930 MDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. TURBINE ASSEMBLY,TURBINE WHEEL - DISINTEGRATED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 780      5/08/85    VIRDEN,IL               A/C Reg. No. N731VR            Time (Lcl) - 1845 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT       Aircraft Damage                      Injuries
                                                            DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -AERIAL APPLICATION          Fire                  Crew      0        0        0       1
    Flight Conducted Under    -14 CFR 137                   NONE                 Pass      0        0        0       0
    Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA A188B              Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3300                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       1                   Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
      Method        - N/A                         VIRDEN,IL
      Completeness  - N/A                      Destination                          Airport Data
    Basic Weather   - VMC                         VIRDEN,IL                            UNKNOWN
      Wind Dir/Speed- 200/008 KTS                                                      Runway Ident     - N/A
      Visibility    -    15.0   SM             ATC/Airspace                            Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      25            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL                          Current        - YES       Total       -  25723       Last 24 Hrs -      32
         SE LAND,ME LAND                     Months Since   -  9        Make/Model-   22069       Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument-     107       Last 90 Days-     965
                                                                        Multi-Eng -     111

         Instrument Rating(s)  - NONE
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----Narrative----
DURING AERIAL APPLICATION, THE PILOT ATTEMPTED TO PASS OVER A SET OF LOW WIRES AND UNDER HIGH TENSION LINES.
THE WIRES ARE 300 FT. APART HORIZONTALLY. THE PROP CONTACTED THE HIGH TENSION LINES AND THE ACFT WAS DESTROYED ON
CONTACT WITH THE GROUND.

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Brief of Accident (Continued)

File No. - 780   5/08/85   VIRDEN,IL   A/C Reg. No. N731VR   Time (Lcl) - 1845 CDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  795       3/13/85    ANGOLA,IN                 A/C Reg. No. N3974W            Time (Lcl) - 1835 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI             Aircraft Damage                           Injuries
      Name of Carrier           -MILLER FLYING SERVICE           DESTROYED                  Fatal   Serious   Minor    None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER   Fire               Crew      0        1        0        0
      Flight Conducted Under    -14 CFR 135                      NONE              Pass      1        3        0        0
      Accident Occurred During  -STANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-32-260              Eng Make/Model - LYCOMING O-540-E4B5     ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    3400                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       5                      Rated Power    -     260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                     ON AIRPORT
        Method         - TELEPHONE                  LANSING,MI
        Completeness   - FULL                      Destination                           Airport Data
      Basic Weather    - IMC                        INDIANAPOLIS,IN                        TRI-STATE STEVBEN
        Wind Dir/Speed- 220/005 KTS                                                        Runway Ident     - N/A
        Visibility     -     2.000 SM            ATC/Airspace                              Runway Lth/Wid   -  4000/   75
        Lowest Sky/Clouds  -                       Type of Flight Plan - IFR               Runway Surface   - ASPHALT
        Lowest Ceiling          -     600 FT OVERCAST Type of Clearance  - IFR             Runway Status    - N/A
        Obstructions to Vision- FOG                Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - RAIN                                    FULL STOP
        Condition of Light     - DUSK                                    PRECAUTIONARY LANDIN
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     51            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL                            Current       - YES        Total      -   1083        Last 24 Hrs -      4
          SE LAND                               Months Since  -  2         Make/Model-     880        Last 30 Days-     22
                                                Aircraft Type - PA32260    Instrument-     171        Last 90 Days-     37


          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT DEPARTED INTO ADVERSE WEATHER CONDITIONS. DURING FLIGHT THE ACFT BEGAN TO ACCUMULATE STRUCTURAL ICING.
THE PILOT ELECTED TO CONTINUE ON & EVENTUALLY DECIDED TO LAND AT ANGOLA, IN. DURING FINAL TURN THE PILOT SELECTED
10 DEGREES OF FLAPS. THE ACFT THEN DROPPED HITTING THE GROUND IN A FLAT ATTITUDE. THE ACFT SKIDDED ABOUT 265
FEET TO THE EDGE OF RUNWAY 05.
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File No. - 795 3/13/85 ANGOLA,IN A/C Reg. No. N3974W Time (Lcl) - 1835 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WING,SKIN - ICE
6. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
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Brief of Accident

File No. - 632   5/25/85   NAPPANEE,IN   A/C Reg. No. N15074   Time (Lcl) - 1600 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
NAPPANEE MUNICIPAL
Runway Ident - 27
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 44
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 75
Make/Model- 74
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- 2
Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A FIELD FOLLOWING A LOSS OF PWR ON INITIAL CLIMB FROM A TOUCH & GO LANDING. POST ACCIDENT INSPECTION REVEALED THE THROTTLE LEVER COULD ROTATE ON THE THROTTLE SHAFT DESPITE THE ATTACHING BOLTS BEING TIGHT AND SAFETY WIRED. THIS SLIPPAGE COULD HAVE ALLOWED INDUCTION SUCTION TO CLOSE THE THROTTLE PLATE DURING TAKEOFF DESPITE THE THROTTLE CONTROL BEING IN THE FULL OPEN (IN) POSITION.

File No. - 632 5/25/85 NAPPANEE,IN A/C Reg. No. N15074 Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. THROTTLE/POWER LEVER - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
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Brief of Accident

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     File No. -  673        4/25/85    WAKEENEY,KS                 A/C Reg. No. N8852P            Time (Lcl) - 2152 CST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                  Fatal   Serious    Minor     None
     Type of Operation          -BUSINESS                      Fire               Crew       1        0          0         0
     Flight Conducted Under     -14 CFR 91                      ON GROUND         Pass       1        0          0         0
     Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-24-260              Eng Make/Model - CONTINENTAL IO-540-D4A5   ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                             Stall Warning System - YES
     Max Gross Wt   -    3200                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                      Rated Power    -     260 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - ACFT RADIO                   DODGE CITY,KS
       Completeness   - PARTIAL,LMTD BY PILOT      Destination                               Airport Data
     Basic Weather    - IMC                          HILL CITY,KS
       Wind Dir/Speed- UNK/NR                                                                   Runway Ident     - N/A
       Visibility     -        .500 SM           ATC/Airspace                                   Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -  .                     Type of Flight Plan - NONE                   Runway Surface   - N/A
       Lowest Ceiling         -    100 FT OVERCAST Type of Clearance   - NONE                   Runway Status    - N/A
       Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                        Age -      48          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                            Current        - UNK/NR     Total       - UNK/NR       Last 24 Hrs  - UNK/NR
         SE LAND                               Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                           Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON A X-COUNTRY FLT FROM DODGE CITY, KS, TO HILL CITY, KS, THE PLT ENCOUNTERED IFR WX CONDITIONS AROUND WAKEENEY, KS.
THE IFR CONDITIONS WERE NOT FORECAST FOR HIS AREA OF FLT. A 2000 CST OBSERVATION AT HILL CITY, KS, WAS INDICATING IFR
CONDITIONS EXISTING APRX 2 HRS PRIOR. HILL CITY, KS, IS 22 MI NORTH OF WAKEENEY, KS. THE PLT DID NOT RECEIVE ANY WX
BRIEFING FOR CURRENT WX CONDITIONS AT CITY HALL OR THE SURROUNDING AREA OF FLT. NO RECORD OF THE PLT FILING A FLT PLAN
FOR THE ROUTE OF FLT WAS RECEIVED. INVESTIGATION DID NOT REVEAL ANY MECHANICAL FAILURE/MALFUNCTION PRIOR TO IMPACT.
WITNESSES HEARD THE ACFT FLY OVER JUST PRIOR TO IMPACT AND NOTED WX CONDITIONS AS VERY POOR AT THE TIME. THE ACFT
IMPACTED TERRAIN HEADING EAST, APRX 2 1/2 MI NORTH OF THE WAKEENEY ARPT. NO PHYSICAL INCAPACITATION OF THE PLT WAS
NOTED.

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Brief of Accident (Continued)

File No. - 673 4/25/85 WAKEENEY,KS A/C Reg. No. N8852P Time (Lcl) - 2152 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
7. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

File No. - 634   4/28/85   GRENOLA,KS   A/C Reg. No. N8624L   Time (Lcl) - 0900 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-25-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MOLINE,KS
Destination
GRENOLA,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-25

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2570
Make/Model- 1200
Instrument- 14
Multi-Eng - 20
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 150

Instrument Rating(s) - NONE

----Narrative----

WHILE MANEUVERING DURING A SWATH TO A FIELD, THE ENGINE QUIT. THE PLT WAS OPERATING HIS ACFT FOR APRX 1/2 HR PRIOR TO THE LOSS OF PWR. THE PLT STATES HE VISUALLY CHECKED THE FUEL LEVEL. AN INSPECTION OF THE ACFT ENGINE REVEALED NO MECHANICAL FAILURE OR PREIMPACT MALFUNCTION. THE PLT STATED HE COULD NO MAINTAIN LEVEL FLT AND NOSED THE ACFT OVER TO AVOID STALLING. THE ACFT STRUCK THE GROUND IN A NOSE LOW ATTITUDE AND WAS DESTROYED BY POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 634   4/28/85   GRENOLA,KS   A/C Reg. No. N8624L   Time (Lcl) - 0900 CDT

Occurrence #1   LOSS OF POWER
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
4. AIRSPEED(VLOF) - INADEQUATE - PILOT IN COMMAND
5. LEVEL OFF - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 4,5

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Brief of Accident

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 File No. -  754       6/04/85    WICHITA,KS                A/C Reg. No. N7190C            Time (Lcl) - 1155 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               MINOR                    Fatal    Serious    Minor      None
    Type of Operation         -POSITIONING                    Fire              Crew      0         0         0          1
    Flight Conducted Under    -14 CFR 91                       NONE             Pass      0         0         0          0
    Accident Occurred During  -TAXI                                             Other     1         0         0          0
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172RG                 Eng Make/Model - LYCOMING O-360             ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2350                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -      200 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                        Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                             OFF AIRPORT/STRIP
       Method         - TELEPHONE                   WICHITA,KS
       Completeness   - WEATHER NOT PERTINENT     Destination                                    Airport Data
     Basic Weather    - VMC                         WICHITA,KS
       Wind Dir/Speed- 060/007 KTS                                                                  Runway Ident      - N/A
       Visibility     -    10.0    SM           ATC/Airspace                                        Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -        1500 FT SCATTERED  Type of Flight Plan - NONE                    Runway Surface    - N/A
       Lowest Ceiling        -     2500 FT OVERCAST   Type of Clearance   - VFR FLIGHT FOLLOWINGRunway Status     - N/A
       Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      44               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                       Flight Time (Hours)
          COMMERCIAL                              Current         - YES          Total       -    8070        Last 24 Hrs  - UNK/NR
          SE LAND,ME LAND,SE SEA                  Months Since    -  2           Make/Model-       400        Last 30 Days-       20
          HELICOPTER                              Aircraft Type - 208            Instrument-       244        Last 90 Days-       55
                                                                                 Multi-Eng -      1625        Rotorcraft   -      34

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A CUSHMAN SCOOTER DURING TAXI. A WITNESS STATED THAT WHEN THE SCOOTER DRIVER "LOOKED UP" I SAW
THE ACFT TAXIING, HE MADE A HARD RT TURN WHICH THREW HIM OFF. THE SCOOTER DRIVER AND SCOOTER WERE STRUCK SEPARATELY
BY THE ACFT. THE SCOOTER HIT THE PASS'G SIDE OF THE ACFT BEHIND THE EXHAUST PIPE. THE DRIVER ROLLED UNDER THE ACFT
AND THE ACFT ROLLED OVER HIM. THE VICTIM DIED ABOUT 2 HRS AFTER THE MISHAP. THE SCOOTERS APPROACH TO THE ACFT HAD
BEEN MADE AT ABOUT A 45 DEGREE ANGLE FROM THE RIGHT REAR OF THE ACFT WHICH MADE IT VIRTUALLY IMPOSSIBLE FOR THE
PLT TO SEE THE VEHICHLE. THE 1ST INDICATION THE PLT HAD WAS THE NOISE OF THE IMPACT.
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Brief of Accident (Continued)

File No. - 754 6/04/85 WICHITA,KS A/C Reg. No. N7190C Time (Lcl) - 1155 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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Brief of Accident

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     File No. - 664       6/23/85    MANHATTAN,KS              A/C Reg. No. N7012Y            Time (Lcl) - 1326 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                                 SUBSTANTIAL                     Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                      Fire                     Crew      0         0         0          1
      Flight Conducted Under     -14 CFR 91                      NONE                    Pass      0         0         0          3
      Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-30                 Eng Make/Model - LYCOMING IO-320-B1A       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    3800                     Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       4                     Rated Power     -      160 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                       Last Departure Point                        ON AIRPORT
        Method         - UNK/NR                      WACO,TX
        Completeness   - WEATHER NOT PERTINENT      Destination                              Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC                             MANHATTAN
        Wind Dir/Speed- 190/015 KTS                                                            Runway Ident      - 21
        Visibility     -    15.0    SM             ATC/Airspace                                Runway Lth/Wid    -  7000/  150
        Lowest Sky/Clouds  -       4000 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface    - CONCRETE
        Lowest Ceiling         - NONE                Type of Clearance    - NONE               Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation          - NONE                                       FULL STOP
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      28            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          STUDENT                                 Current         - N/A        Total        -     140        Last 24 Hrs -       4
                                                  Months Since   - N/A        Make/Model-      19        Last 30 Days- UNK/NR
                                                  Aircraft Type - N/A         Instrument-       2        Last 90 Days-      29
                                                                               Multi-Eng -      32

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT SAID HE PUT THE LANDING GEAR SELECTOR SWITCH TO THE DOWN POSITION AND THOUGHT THAT HE OBSERVED A GREEN, DOWN AND
LOCKED INDICATOR LIGHT; HOWEVER, THE ACFT LANDED WITH THE GEAR RETRACTED. EXAMINATION OF THE ACFT AFTER THE ACCIDENT
REVEALED THAT THE LANDING GEAR SWITCH WAS DOWN AND THE GEAR MOTOR CIRCUIT BREAKER WAS TRIPPED. THE LANDING GEAR SYSTEM
WAS ALSO FUNCTIONALLY TESTED. DURING THE FIRST RETRACTION THE GEAR MOTOR CB TRIPPED. AFTER THE CB WAS RESET THE SYSTEM
FUNCTIONED PROPERLY THROUGH SEVERAL CYCLES. THE GEAR INDICATOR LIGHTS AND HORN ALSO WORKED PROPERLY
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Brief of Accident (Continued)

File No. - 664 6/23/85 MANHATTAN,KS A/C Reg. No. N7012Y Time (Lcl) - 1326 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - SELECTED - PILOT IN COMMAND
2. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
3. GEAR EXTENSION - MISJUDGED - PILOT IN COMMAND
4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - PILOT IN COMMAND
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

     File No. - 674       7/03/85    EL DORADO,KS              A/C Reg. No. N2858T            Time (Lcl) - 1600 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                   Crew    0        0        1        0
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass    0        0        0        0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140                  Eng Make/Model - LYCOMING O-320-E2A        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                   Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt   -    2050                          Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                          Rated Power    -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                       Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING           Last Departure Point                    ON AIRPORT
      Method         - N/A                               SAME AS ACC/INC
      Completeness   - N/A                            Destination                          Airport Data
    Basic Weather    - VMC                               LOCAL                                 PARRY FIELD
      Wind Dir/Speed- 310/004 KTS                                                              Runway Ident     - 18
      Visibility     -    15.0   SM                  ATC/Airspace                              Runway Lth/Wid   -  1800/   60
      Lowest Sky/Clouds -     CLEAR                     Type of Flight Plan - NONE             Runway Surface   - GRASS/TURF
      Lowest Ceiling       - NONE                       Type of Clearance    - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE                      Type Apch/Lndg       - NONE
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      51            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                  Current       - YES         Total     -    1300          Last 24 Hrs - UNK/NR
       SE LAND                                  Months Since  -  8          Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                Aircraft Type - 7EC         Instrument-       0          Last 90 Days-      28


       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT HAD JUST UNDERGONE ANNUAL INSPECTION. PILOT FAILED TO REMOVE CONTROL LOCK BEFORE TEST FLIGHT. ON TAKEOFF ROLL,
PILOT WAS NOT ABLE TO MOVE CONTROLS, WENT OFF END OF 1800 FT RUNWAY, THROUGH A FENCE AND IMPACTED A DIRT PILE.

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Brief of Accident (Continued)

File No. - 674 7/03/85 EL DORADO,KS A/C Reg. No. N2858T Time (Lcl) - 1600 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FLT CONTROL SYST,STABILATOR CONTROL - LOCKED
3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. OBJECT - FENCE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
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Brief of Accident

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    File No. -  675       7/03/85    VALLEY CENTER,KS          A/C Reg. No. N51611            Time (Lcl) - 2120 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                 Crew      0         0          0         1
     Flight Conducted Under     -14 CFR 91                     NONE                 Pass      0         0          0         0
     Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172B              Eng Make/Model - LYCOMING O-320-D2J      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2150                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                  Rated Power    -     160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                          Airport Data
     Basic Weather    - VMC                        LOCAL                                HIGH POINT
       Wind Dir/Speed- CALM                                                             Runway Ident     - 17
       Visibility     -    20.0   SM            ATC/Airspace                            Runway Lth/Wid   -  2400/  100
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status    - WET
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     33          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
        PRIVATE                             Current        - YES      Total      -    256        Last 24 Hrs -      1
        SE LAND                             Months Since   -  8       Make/Model-     143        Last 30 Days- UNK/NR
                                            Aircraft Type  - C-172    Instrument-       2        Last 90 Days-     10


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE PILOT HAD BEEN FLYING WITH HIS YOUNG SON AS PASSENGER DURING DAYLIGHT HOURS. HE WENT SOLO TO GET CURRENT AT NIGHT. AFTER TWO FULL STOP LANDINGS, HE THOUGHT THE YOKE FELT HEAVY FOR THE TRIM SETTING HE USUALLY USED BUT HE STARTED A TAKEOFF ANYWAY. HALFWAY DOWN THE RUNWAY HE USED MORE NOSE-UP TRIM BUT THE CONTROLS STILL FELT HEAVY SO HE ABORTED THE TAKEOFF. HE WAS UNABLE TO STOP ON THE RUNWAY AND WENT OFF THE FOUR FOOT HIGH BANK OF DIRT. INSPECTION REVEALED THAT THE ELEVATOR TRIM POSITION INDICATOR DID NOT INDICATE THE ACTUAL POSITION OF THE ELEVATOR TRIM.

File No. - 675 7/03/85 VALLEY CENTER,KS A/C Reg. No. N51611 Time (Lcl) - 2120 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. FLT CONTROL SYST,ELEVATOR TRIM INDICATOR - FALSE INDICATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. TERRAIN CONDITION - DITCH
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
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Brief of Accident

```
      File No. - 687        7/11/85    OLATHE,KS                   A/C Reg. No. N13064           Time (Lcl) - 1030 CDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                            Injuries
                                                                SUBSTANTIAL                    Fatal    Serious    Minor    None
     Type of Operation           -PERSONAL                     Fire                    Crew      0         0         0        1
     Flight Conducted Under      -14 CFR 91                     NONE                   Pass      0         0         0        0
     Accident Occurred During    -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172M                  Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2300                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power     -      150 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method          - N/A                         SAME AS ACC/INC
       Completeness    - N/A                      Destination                              Airport Data
     Basic Weather     - VMC                         LOCAL                                     JOHNSON COUNTY EXECUTIVE
       Wind Dir/Speed- 270/009 KTS                                                             Runway Ident      - 35
       Visibility     -    15.0    SM            ATC/Airspace                                  Runway Lth/Wid    -   4099/    75
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                  Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                  Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     44                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         STUDENT                               Current          - N/A        Total      - UNK/NR          Last 24 Hrs -       2
                                               Months Since   - N/A          Make/Model-      87          Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A          Instrument-       1          Last 90 Days-      16
                                                                             Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)   - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT SHE USED LEFT AILERON AND RIGHT RUDDER FOR X-WIND CORRECTION AND DID NOT RELEASE THE RUDDER PRESSURE
ON TOUCHDOWN. THE ACFT WENT OFF SIDE OF RWY, CROSSED A TAXIWAY, WENT DOWN AN EMBANKMENT AND THROUGH A FENCE INTO A
PLOWED FIELD WHERE IT NOSED OVER.
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Brief of Accident (Continued)

File No. - 687   7/11/85   OLATHE,KS   A/C Reg. No. N13064   Time (Lcl) - 1030 CDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
  1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
  3. OBJECT - FENCE

Occurrence #4   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

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Brief of Accident

```
     File No. - 686        7/28/85     NORCATUR,KS                     A/C Reg. No. N4772Y             Time (Lcl) - 1610 CDT
--------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT           Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation          -AERIAL APPLICATION             Fire                    Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 137                      NONE                   Pass      0        0        0        0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-25-235              Eng Make/Model - LYCOMING O-540             ELT Installed/Activated - NO -N/A
    Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    2900                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       1                       Rated Power     -      235 HP
--------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
      Method          - N/A                          SAME AS ACC/INC
      Completeness    - N/A                       Destination                              Airport Data
    Basic Weather     - VMC                          LOCAL
      Wind Dir/Speed- UNK/NR                                                                   Runway Ident      - N/A
      Visibility     -   20.0    SM              ATC/Airspace                                  Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      3000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface    - N/A
      Lowest Ceiling          - NONE               Type of Clearance   - NONE                  Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      40          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                               Current        - YES       Total      -   3049        Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since   -  4        Make/Model-     521        Last 30 Days- UNK/NR
                                                 Aircraft Type  - TU-206    Instrument-      72        Last 90 Days-      93

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT HAD BEEN SPRAYING FOR 40 MINUTES AT 2500 FT MSL WITH A DENSITY ALT OF APRX 4600 FT WHEN IT STALLED DURING A
TURNAROUND. IT THEN IMPACTED AN ELECTRIC PWR POLE FOLLOWED BY THE TERRAIN.

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Brief of Accident (Continued)

File No. - 686   7/28/85   NORCATUR,KS   A/C Reg. No. N4772Y   Time (Lcl) - 1610 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
4. OBJECT - UTILITY POLE

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

File No. - 612 2/16/85 DE QUINCY,LA A/C Reg. No. N2633J Time (Lcl) - 1615 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA T-188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 1

Eng Make/Model - CONTINENTAL TSIO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3295
Make/Model- 1600
Instrument- 0
Last 24 Hrs - 13
Last 30 Days- 100
Last 90 Days- 300

Instrument Rating(s) - NONE

----Narrative----

THE ACFT MADE AN EMERGENCY LANDING IN TREES FOLLOWING AN ENG FAILURE AT 200 FT AGL. SHORTLY AFTER DEPARTURE FROM AN AG STRIP, THE ENG OIL TEMP STARTED RISING. THE PLT STARTED A TURN TO RETURN TO THE STRIP. DURING THE TURN THE ENG SEIZED AND THE PLT LANDED IN THE TREES AS THERE WAS NO OTHER SUITABLE TERRAIN. THE ENG HAD A HISTROY OF HIGH OIL CONSUMPTION THAT WAS NOT REMEDIED. INSP OF THE ENG REVEALED THAT THERE WAS NO OIL PRESENT. SUSPECT OIL STARVATION WITH A SUBSEQUENT INTERNAL FAILURE. THE ENGINE WAS NOT MADE AVAILABLE FOR TEARDOWN.

Brief of Accident (Continued)

File No. - 612   2/16/85   DE QUINCY,LA   A/C Reg. No. N2633J   Time (Lcl) - 1615 CST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY - UNDETERMINED
3. ENGINE ASSEMBLY - FAILURE,TOTAL
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - POOR - COMPANY MAINTENANCE PSNL
6. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - NONE SUITABLE
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

Factor(s) relating to this accident is/are finding(s) 5,8

National Transportation Safety Board
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Brief of Accident

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   File No. - 643       3/22/85    MARSTON MILLS,MA           A/C Reg. No. N3993P            Time (Lcl) - 1400 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                      Fire                 Crew     0        0        0        1
    Flight Conducted Under   -14 CFR 91                      NONE                Pass     0        0        0        1
    Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - JONES-BOEING JB-75          Eng Make/Model - CONTINENTAL W670-A     ELT Installed/Activated - YES/YES
    Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - UNK/NR
    Max Gross Wt  -   2700                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                      Rated Power    - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
      Method        - N/A                          CHATHAM,MA
      Completeness  - N/A                        Destination                            Airport Data
    Basic Weather   - VMC                          CAPE COD,MA                             CAPE COD
      Wind Dir/Speed- 190/010 KTS                                                          Runway Ident      - 36
      Visibility    -   10.0   SM                ATC/Airspace                              Runway Lth/Wid    -  1655/   50
      Lowest Sky/Clouds -     UNK/NR               Type of Flight Plan - NONE              Runway Surface    - GRASS/TURF
      Lowest Ceiling      - UNK/NR                 Type of Clearance   - NONE              Runway Status     - WET
      Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     39            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
       PRIVATE                              Current         - YES      Total       -    543      Last 24 Hrs -      2
       SE LAND,SE SEA                       Months Since  - UNK/NR     Make/Model-     65      Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR     Instrument-      5      Last 90 Days-     64

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER AFTER CONTACTING AN UTILITY POLE DURING AN OVERRUN LANDING. THE ACFT TOUCHED DOWN APRX 1/2 WAY
DOWN THE RWY AND THE PLT APPLIED BRAKES, HOWEVER, BRAKING ACTION WAS POOR BECAUSE OF THE WET GRASS RWY. THE ACFT
SKIDDED OFF THE END OF THE RWY WHERE IT CONTACTED THE UTILITY POLE AND NOSED OVER.
-------------------------------------------------------------------------------------------------------------------
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File No. - 643 3/22/85 MARSTON MILLS,MA A/C Reg. No. N3993P Time (Lcl) - 1400 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
5. OBJECT - UTILITY POLE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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Brief of Accident

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File No. - 765        2/22/85     UTICA,MI                    A/C Reg. No. N100RN              Time (Lcl) - 2000 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal   Serious   Minor   None
   Type of Operation          -EXECUTIVE/CORPORATE            Fire               Crew      1        0        0       0
   Flight Conducted Under     -14 CFR 91                       NONE              Pass      1        0        0       0
   Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-31T                  Eng Make/Model - P & W PT 6A-28            ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines - 2                             Stall Warning System - YES
   Max Gross Wt   -    9000                       Engine Type     - TURBOPROP
   No. of Seats   -       7                       Rated Power     -     620 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
   Wx Briefing       - FSS                         Last Departure Point                     ON AIRPORT
     Method          - TELEPHONE                     MONTGOMERY,AL
     Completeness    - FULL                       Destination                            Airport Data
   Basic Weather     - IMC                           UTICA,MI                               BERZ-MACOMB
     Wind Dir/Speed-  003 KTS                                                               Runway Ident      - 22
     Visibility      -        .250 SM            ATC/Airspace                               Runway Lth/Wid    -  4220/   60
     Lowest Sky/Clouds  -                          Type of Flight Plan - IFR                Runway Surface    - ASPHALT
     Lowest Ceiling          -    100 FT OBSCURED  Type of Clearance    - IFR               Runway Status     - WET
     Obstructions to Vision- FOG                   Type Apch/Lndg       - ADF/NDB
     Precipitation           - NONE
     Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                       Age       51              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)             Biennial Flight Review                     Flight Time (Hours)
       COMMERCIAL,CFI                       Current         - YES       Total        - 11000        Last 24 Hrs -      3
       SE LAND,ME LAND                      Months Since    - 18        Make/Model -    800         Last 30 Days-     50
       HELICOPTER                           Aircraft Type - C-7 A       Instrument-    2300         Last 90 Days-    100
                                                                        Multi-Eng -    9000         Rotorcraft   -   875

       Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT ATTEMPTED A VOR APPROACH AND MISSED. HE ADVISED  ATC HE WAS GOING TO ATTEMPT THE NDB & IF HE COULD NOT SEE
THE RWY HE WOULD GO TO METRO AT DETROIT OR PONTIAC. ON THE  NDB APPROACH THE AIRCRAFT STRUCK TREES 960 FT BELOW THE MOA.
 THE AIRCRAFT FLIPPED OVER LANDING ON THE NOSE & TOP OF THE FUSELAGE.

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Brief of Accident (Continued)

File No. - 765   2/22/85   UTICA,MI   A/C Reg. No. N100RN   Time (Lcl) - 2000 EST

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - NOT CORRECTED - PILOT IN COMMAND
2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. MINIMUM DESCENT ALTITUDE - NOT USED - PILOT IN COMMAND
5. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 618      4/20/85    MARLETTE,MI                  A/C Reg. No. N3FW               Time (Lcl) - 1130 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                            SUBSTANTIAL                   Fatal    Serious    Minor    None
    Type of Operation         -PERSONAL                     Fire                 Crew      0          0         0        1
    Flight Conducted Under    -14 CFR 91                    NONE                 Pass      0          0         0        0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - WHEAT PITTS S-1-S          Eng Make/Model - LYCOMING IO-360-B4A      ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED        Number Engines -  1                         Stall Warning System - UNK/NR
    Max Gross Wt  -      900                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -        1                   Rated Power    -      200 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
      Method         - N/A                        ROMEO,MI
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                          MARLETTE
      Wind Dir/Speed- 230/014 KTS                                                          Runway Ident     - 19
      Visibility     -    7.0   SM             ATC/Airspace                                Runway Lth/Wid   -  3500/   75
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      58           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                             Current         - YES      Total       -    5050      Last 24 Hrs  -       1
        SE LAND                                Months Since    - 11       Make/Model-     500      Last 30 Days- UNK/NR
        GLIDER                                 Aircraft Type - UNK/NR     Instrument- UNK/NR       Last 90 Days-      30
                                                                          Multi-Eng - UNK/NR       Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
100 YARDS FROM END OF RWY ON FINAL APCH PLT LOST RUDDER CONTROL. DURING LANDING ROLL AS AIRSPEED AND AILERON CONTROL
EFFECTIVENESS DECREASED THE ACFT VEERED OFF THE SIDE OF THE RWY. THE LOWER LEFT WING CONTACTED A VASI LIGHT. INSPECTION
REVEALED RIGHT SIDE RUDDER CABLE FAILED APRX 2 FT FROM RUDDER ATTACH POINT. CABLE APPEARED TO BE CHAFED OR CUT
THROUGH 1/2 THE CIRCUMFERENCE. REMAINING PORTION APPEARS TO HAVE FAILED FROM INSTANTANEOUS TENSILE OVERLOAD.

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Brief of Accident (Continued)

File No. - 618 4/20/85 MARLETTE,MI A/C Reg. No. N3FW Time (Lcl) - 1130 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FLT CONTROL SYST,RUDDER CONTROL - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. - 777       5/24/85    BESSEMER,MI              A/C Reg. No. N3910N          Time (Lcl) - 1550 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew       0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - MOONEY M-20G                 Eng Make/Model - LYCOMING O-360-A1D      ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    2525                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       4                      Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - UNK/NR                      WAUKESHA,WI
      Completeness   - UNK/NR                   Destination                            Airport Data
    Basic Weather    - VMC                         IRONWOOD,MI
      Wind Dir/Speed- 280/013 KTS                                                         Runway Ident     - N/A
      Visibility     -    15.0   SM            ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      30          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                               Current        - YES      Total        -    125       Last 24 Hrs  -      2
        SE LAND                               Months Since   -  9       Make/Model-       40        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument-        5        Last 90 Days-      16


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT FELT HE HAD ENOUGH FUEL FOR THE PLANNED TRIP. PRIOR TO REACHING HIS DESTINATION THE ENGINE LOST POWER
& WOULD NOT RESTART USING EITHER FUEL TANK. THE PILOT FAILED TO LOWER THE LANDING GEAR PRIOR TO LANDING ON A
ROAD. THE ACFT STRUCK A UTILITY POLE DURING THE LANDING ROLL. BOTH FUEL TANKS WERE FOUND EMPTY UPON INSPECTION.

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Brief of Accident (Continued)

File No. - 777 5/24/85 BESSEMER,MI A/C Reg. No. N3910N Time (Lcl) - 1550 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPRENHENSION - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - UTILITY POLE(MARKED)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 768       5/26/85    MARSHALL,MI                A/C Reg. No. N18066            Time (Lcl) - 1300 EDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             SUBSTANTIAL                Fatal   Serious   Minor    None
   Type of Operation         -INSTRUCTIONAL                Fire                 Crew      0        0        1        0
   Flight Conducted Under    -14 CFR 91                     NONE                Pass      0        0        0        0
   Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 150                 Eng Make/Model - CONTINENTAL 0-200        ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    1600                    Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                    Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
   Wx Briefing       - UNK/NR                  Last Departure Point                     OFF AIRPORT/STRIP
     Method          - UNK/NR                   MT. GILEAD,OH
     Completeness    - UNK/NR                 Destination                            Airport Data
   Basic Weather     - VMC                        SAME AS ACC/INC                         BROOKS FIELD
     Wind Dir/Speed- 250/014 KTS                                                          Runway Ident     - 10
     Visibility      -    15.0   SM          ATC/Airspace                                 Runway Lth/Wid   -  3500/   75
     Lowest Sky/Clouds  -      8000 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface   - ASPHALT
     Lowest Ceiling          - NONE            Type of Clearance   - VFR                  Runway Status    - DRY
     Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation           - NONE                                  GO AROUND
     Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     53            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         STUDENT                            Current        - N/A        Total      -     52        Last 24 Hrs -       7
                                            Months Since   - N/A        Make/Model-      52        Last 30 Days- UNK/NR
                                            Aircraft Type  - N/A        Instrument-       1        Last 90 Days-       9


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT BECAME DISORIENTED AT ONE OF HIS CHECK POINTS ON A X-COUNTY FLT. WITH ASSISTANCE FROM FSS AND APPROACH
CONTROL HE ARRIVED AT HIS DESTINATION. THE STUDENT, HOWEVER, SELECTED THE RWY WITH A TAILWIND COMPONENT & WAS
UNABLE TO LAND AFTER TWO APPROACHES. THE ENGINE FAILED (FUEL EXHAUSTION) AFTER THE SECOND APPROACH & A FORCED
LANDING WAS EXECUTED IN A PLOWED FIELD. THE ACFT NOSED OVER.

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Brief of Accident (Continued)

File No. - 768 5/26/85 MARSHALL,MI A/C Reg. No. N18066 Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER DECISION,ANXIETY/APPRENHENSION - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

File No. - 769 6/06/85 PLYMOUTH,MI A/C Reg. No. N1462 Time (Lcl) - 0620 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CHADWICK STITTS SA-3A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
METTETAL
Runway Ident - 36
Runway Lth/Wid - 2550/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 69
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 60
Make/Model- 1
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT THE TAKEOFF WAS MADE AT TOO LOW AN AIRSPEED. THE ACFT CONTINUED DOWN THE RWY AT ABOUT 20 FT AGL IN A NOSE HIGH ATTITUDE. AT THE END OF THE RWY THE ACFT PITCHED UP & NOSED OVER.

Brief of Accident (Continued)

File No. - 769 6/06/85 PLYMOUTH,MI A/C Reg. No. N1462 Time (Lcl) - 0820 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - GROUND

---Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 682        6/07/85    FRANKENMUTH,MI            A/C Reg. No. N53470            Time (Lcl) - 1000 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                   Fire                  Crew     0        1        0        0
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0        0        0
     Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150                  Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing       - UNK/NR                    Last Departure Point                    ON AIRPORT
       Method          - UNK/NR                      SAME AS ACC/INC
       Completeness    - UNK/NR                   Destination                            Airport Data
     Basic Weather     - VMC                         LOCAL                                 FRANKENMUTH
       Wind Dir/Speed- UNK/NR                                                              Runway Ident      - 09
       Visibility      -    20.0   SM            ATC/Airspace                              Runway Lth/Wid    -  2500/  100
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface    - GRASS/TURF
       Lowest Ceiling         - NONE               Type of Clearance   - NONE              Runway Status     - UNK/NR
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                     TOUCH AND GO
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      42                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
         STUDENT                               Current        - N/A       Total      -       13        Last 24 Hrs - UNK/NR
                                               Months Since   - N/A       Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A       Instrument-        0         Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE APPROACH POWER WAS ADDED & THE AIRCRAFT WAS OBSERVED TO BOUNCE AFTER TOUCHDOWN. THE ACFT ENTERED A
LEFT TURN & FROM ABOUT 50 FT AGL WAS OBSERVED TO COLLIDE WITH THE GROUND IN A NOSE DOWN ATTITUDE. THE FLAPS WERE
FOUND IN THE DOWN POSITION.
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Brief of Accident (Continued)

File No. - 682 6/07/85 FRANKENMUTH,MI A/C Reg. No. N53470 Time (Lcl) - 1000 EDT

Occurrence #1 HARD LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

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                        National Transportation Safety Board
                              Washington, D.C. 20594


                                  Brief of Accident

   File No. - 681       6/17/85     JENISON,MI                A/C Reg. No. N5267P           Time (Lcl) - 2000 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                  Crew    0         0         0         1
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass    0         0         0         1
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172              Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -   2300                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                  Rated Power    -      150 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                  Airport Proximity
    Wx Briefing       - UNK/NR               Last Departure Point                       ON AIRPORT
      Method          - UNK/NR                 MUSKEGON,MI
      Completeness    - UNK/NR             Destination                               Airport Data
    Basic Weather     - VMC                    SAME AS ACC/INC                           RIVERVIEW
      Wind Dir/Speed- 240/010 KTS                                                        Runway Ident     - 32
      Visibility    -   20.0   SM          ATC/Airspace                                  Runway Lth/Wid   -  3010/   46
      Lowest Sky/Clouds  -    10000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE         Type of Clearance   - NONE                  Runway Status    - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                               FULL STOP
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     54            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
        PRIVATE                             Current       - YES       Total      -    214         Last 24 Hrs - UNK/NR
        SE LAND                             Months Since  -  1        Make/Model-     140         Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-      33         Last 90 Days-       9


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LEVELED THE WINGS DURING THE LANDING FLARE IN A X-WIND BUT FAILED TO REMOVE RUDDER INPUT. THE ACFT DRIFTED
TO THE RIGHT OF THE RWY AND TOUCHED DOWN IN A GRASS AREA WHERE IT CONTACTED A GULLY AND NOSED OVER.
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Brief of Accident (Continued)

File No. - 681 6/17/85 JENISON,MI A/C Reg. No. N5267R Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

Brief of Accident

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     File No. - 712       6/26/85    DAVISON,MI                A/C Reg. No. N59708           Time (Lcl) - 1715 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire                  Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0         0         0         0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182A                   Eng Make/Model - CONTINENTAL O-470       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2650                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power    -      230 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                     Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                          ON AIRSTRIP
       Method         - N/A                           STRONGSVILLE,OH
       Completeness   - N/A                         Destination                                 Airport Data
     Basic Weather    - VMC                           DAVISON,MI
       Wind Dir/Speed- 170/004 KTS                                                                 Runway Ident     - 09
       Visibility     -    14.0   SM                ATC/Airspace                                   Runway Lth/Wid   -  1750 -UNK/NR
       Lowest Sky/Clouds  -     12000 FT SCATTERED    Type of Flight Plan - NONE                   Runway Surface   - GRASS/TURF
       Lowest Ceiling         - 25000 FT OVERCAST     Type of Clearance   - NONE                   Runway Status    - UNK/NR
       Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                         FULL STOP
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -     51          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                   Current        - YES       Total       -   2097        Last 24 Hrs -      35
         SE LAND                                   Months Since  - 10         Make/Model-    601         Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR     Instrument-     45         Last 90 Days-     123

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT TOUCHED DONW HARD AND BECAME AIRBORNE. ON THE SECOND GROUND CONTACT THE NOSE GEAR COLLAPSED. PLT PREVIOUSLY
ABORTED TWO LANDINGS BECAUSE OF EXCESSIVE AIRSPEED
-------------------------------------------------------------------------------------------------------------------
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File No. - 712 6/26/85 DAVISON,MI A/C Reg. No. N5970B Time (Lcl) - 1715 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. TOUCH-AND-GO LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 778       3/18/85    LAKE ELMO,MN              A/C Reg. No. N7401B            Time (Lcl) - 1545 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation         -TEST FLIGHT                    Fire                  Crew      0         0         0         1
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0         0         0         0
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CHAMPION 7EC                Eng Make/Model - CONTINENTAL C-90-12F      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1450                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power     -       90 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                    ON AIRPORT
       Method         - IN PERSON                  SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT     Destination                          Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                       LAKE ELMO
       Wind Dir/Speed- 210/015 KTS                                                       Runway Ident      - 21
       Visibility     -    25.0    SM          ATC/Airspace                              Runway Lth/Wid    -  2500/    75
       Lowest Sky/Clouds  -      CLEAR           Type of Flight Plan - NONE              Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
       Precipitation         - NONE                                    FULL STOP
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     47              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current        - YES        Total      -     707          Last 24 Hrs -        1
        SE LAND,SE SEA                        Months Since   -  4         Make/Model-      155          Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR     Instrument-       46          Last 90 Days-       51


        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ON TAKEOFF, AT ABOUT 150 FT AGL, ALL POWER WAS LOST AND THE PILOT EXECUTED A FORCED LANDING ON THE AIRPORT.
POST-ACCIDENT INSPECTION REVEALED CONTAMINATION IN THE FUEL MANIFOLD VALVE.
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Brief of Accident (Continued)

File No. - 778   3/18/85   LAKE ELMO,MN   A/C Reg. No. N7401B   Time (Lcl) - 1545 CST

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - BLOCKED(TOTAL)

Occurrence #2   FORCED LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Occurrence #3   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,MAIN GEAR - OVERLOAD
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. -  793        4/26/85    MINNEAPOLIS,MN             A/C Reg. No. N29134            Time (Lcl) - 1946 CDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                   Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                        Fire                   Crew      0         0          0         1
      Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0         0          0         0
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA T210L                  Eng Make/Model - CONTINENTAL TSIO-520      ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3400                       Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                       Rated Power    -     285 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                       Airport Proximity
      Wx Briefing      - UNK/NR                      Last Departure Point                            ON AIRPORT
        Method         - UNK/NR                        ABERDEEN,SD
        Completeness   - UNK/NR                     Destination                                   Airport Data
      Basic Weather    - VMC                           SAME AS ACC/INC                                 FLYING CLOUD
        Wind Dir/Speed- 030/010 KTS                                                                    Runway Ident     - 36
        Visibility     -    15.0   SM              ATC/Airspace                                        Runway Lth/Wid   -  2691/   75
        Lowest Sky/Clouds  -                         Type of Flight Plan - NONE                        Runway Surface   - ASPHALT
        Lowest Ceiling         -  6500 Ft OVERCAST   Type of Clearance   - NONE                        Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                      FULL STOP
        Condition of Light     - DUSK
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     57              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
          PRIVATE                                  Current        - YES       Total      -    4700          Last 24 Hrs -       5
          SE LAND                                  Months Since   - 13        Make/Model-    4700          Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR    Instrument-     495          Last 90 Days-     105


          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LOWERING THE LANDING GEAR THE PILOT HEARD A LOUD TAN  MP". A GEAR DOWN & LOCKED INDICATION WAS NOT OBTAINED
HOWEVER, THE MAIN GEAR APPEARED TO BE DOWN TO THE PILOT. UPON LANDING THE ACFT SWIRVED OFF THE SIDE OF THE RUNWAY.
ONLY THE RIGHT MAIN GEAR WAS DOWN & LOCKED. THE RIGHT MAIN GEAR RETRACT ACTUATOR WAS FOUND SPLIT OPEN.

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Brief of Accident (Continued)

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      File No. - 793       4/26/85    MINNEAPOLIS,MN             A/C Reg. No. N29134            Time (Lcl) - 1946 CDT
----------------------------------------------------------------------------------------------------------------------

Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
  1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY  - OVERLOAD
  2.   LANDING GEAR - MISJUDGED - PILOT IN COMMAND
  3. FLUID,HYDRAULIC - LOSS,TOTAL
  4.  - INOPERATIVE
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          GEAR COLLAPSED
Phase of Operation     LANDING - FLARE/TOUCHDOWN
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 756       6/16/85    EVELETH,MN                  A/C Reg. No. N6121K             Time (Lcl) - 1320 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 DESTROYED                     Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                        Fire                    Crew     0        1        0         0
    Flight Conducted Under     -14 CFR 91.                       NONE                   Pass     1        2        0         0
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - REPUBLIC RC-3                    Eng Make/Model - FRANKLIN 6A8 SERIES       ELT Installed/Activated - NO -N/A
    Landing Gear   - AMPHIBIAN                        Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -   2980                           Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                           Rated Power    -     215 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                      Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                              SAME AS ACC/INC
      Completeness   - N/A                           Destination                             Airport Data
    Basic Weather    - VMC                              LAC LACROIX,MN
      Wind Dir/Speed- 170/014 KTS                                                              Runway Ident      - N/A
      Visibility    -    15.0   SM                  ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      4000 FT SCATTERED     Type of Flight Plan - NONE               Runway Surface    - N/A
      Lowest Ceiling        - 25000 FT BROKEN         Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAWN
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     62                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                   Current       - YES        Total      -   2022        Last 24 Hrs -       1
        SE LAND,SE SEA                            Months Since  - 23         Make/Model-     121        Last 30 Days-       5
                                                  Aircraft Type - RC-3       Instrument-       0        Last 90 Days-      11


        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ON TAKEOFF FROM ELY LAKE THE ACFT TURNED SHARP LEFT AT AN ALTITUDE OF 80-100 FT. AT THIS POINT THE ACFT CEASED RATED
TO CLIMB AND DECENDED INTO TREES AND A LAKESIDE HOUSE. THE A CFT WAS IN EXCESS OF 400 LBS OVER GROSS WEIGHT. THE LADING
GEAR AND NOSE BALLAST WAS INSTALLED.

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Brief of Accident (Continued)

File No. - 756 6/16/85 EVELETH,MN A/C Reg. No. N6121K Time (Lcl) - 1320 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. IGNITION SYSTEM,IGNITION HARNESS - CRACKED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IGNITION SYSTEM,SPARK PLUG - OUTPUT LOW
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. OBJECT - TREE(S)
11. OBJECT - RESIDENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 669      3/09/85    WALDRON,MO               A/C Reg. No. N8078F           Time (Lcl) - 1530 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               DESTROYED                   Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire                   Crew    1        0        0        0
    Flight Conducted Under    -14 CFR 91                       NONE                   Pass    0        1        0        0
    Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150F                 Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -     100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                         WALDRON,MO
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 210/008 KTS                                                          Runway Ident     - N/A
      Visibility     -    15.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                        Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         - 25000 FT OVERCAST  Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     44          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                              Current         - YES     Total      -    1850          Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                         Months Since    - UNK/NR  Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                               Aircraft Type   - UNK/NR  Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                         Multi-Eng  - UNK/NR           Rotorcraft  - UNK/NR

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE MANEUVERING NORTHBOUND ON THE MISSOURI RIVER LEVEE THE PASSENGER NOTICED THE PLT FLYING JUST ABOVE THE LEVEE ROAD.
THE PASSENGER STATED THE PLT TOLD HIM THEY WERE FORTY FEET OFF THE GROUND BUT SOMETIMES LOWER. THE PASSENGER STATED
HE SAW THE PICKUP TRUCK AND THE PLT MADE A LEFT BANK TO TURN LEFT, WHEN THE LEFT WING IMPACTED THE CAB OF THE TRUCK.
NO MECHANICAL DISCREPANCY WAS FOUND WITH THE AIRCRAFT AIRFRAME OR ENGINE DURING THE FIELD AND FOLLOW-UP SITE
INVESTIGATION. THE TWO TRUCK OCCUPANTS STATED THEY HEARD AND SAW THE ACFT APPROACHING THEM FROM THE REAR AND DUCKED
WHEN THE ACFT'S WING STRUCK THEIR TRUCK.
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Brief of Accident (Continued)

File No. - 669 3/09/85 WALDRON,MO A/C Reg. No. N8078F Time (Lcl) - 1530 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. OBJECT - VEHICLE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

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                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                      Brief of Accident

   File No. - 663       4/29/85    PECULIAR,MO             A/C Reg. No. N8943Y           Time (Lcl) - 1700 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                      Fire                Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE               Pass     0        0        0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-39              Eng Make/Model - LYCOMING IO-320-B1A      ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE     Number Engines -  2                         Stall Warning System - YES
     Max Gross Wt  -   3600                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      4                   Rated Power    -     160 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                               Airport Proximity
     Wx Briefing      - FSS                    Last Departure Point                    ON AIRSTRIP
       Method         - TELEPHONE                GAGE,OK
       Completeness   - FULL                   Destination                           Airport Data
     Basic Weather    - VMC                      SAME AS ACC/INC
       Wind Dir/Speed- CALM                                                            Runway Ident     - UNK/NR
       Visibility     -   15.0   SM          ATC/Airspace                              Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -                    Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling        -  2000 FT OVERCAST  Type of Clearance - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - STRAIGHT-IN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     61            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current      - YES       Total      -  3730       Last 24 Hrs -       7
        SE LAND,ME LAND                        Months Since  - 11       Make/Model-    484       Last 30 Days- UNK/NR
                                               Aircraft Type - PA-39    Instrument-     84       Last 90 Days-      19
                                                                        Multi-Eng -    484

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE LANDING ROLL AT THE PLT'S PVT AIR STRIP WITH A RUNWAY CONSISTING OF WET SOD, THE BRAKES WERE APPLIED TO STOP
THE ACFT. THE BRAKING WAS INEFFECTIVE AND THE ACFT DEPARTED THE SIDE OF THE RUNWAY. AFTER DEPARTING THE RUNWAY THE MAIN
GEAR AND NOSE GEAR COLLAPSED. THE ACFT SUFFERED SUBSTANTIAL DAMAGE IN THE ENSUING GEAR COLLAPSE.
-----------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 663 4/29/85 PECULIAR,MO A/C Reg. No. N8943Y Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - WET
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL
3. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 679   5/09/85   CALWOOD,MO   A/C Reg. No. N951B   Time (Lcl) - 1330 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - BELL 47G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/013 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
COLUMBIA,MO
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 24
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - BELL 47

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT.

Flight Time (Hours)

Total -	210	Last 24 Hrs -	4
Make/Model-	210	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	130
		Rotorcraft -	210

Instrument Rating(s) - NONE

----Narrative----

N951B CRASHED IN A WOODED AREA DURING A POWERLINE PATROL FLT WHICH INCLUDED PHOTOGRAPHY OF THE POWERLINE. ACCORDING TO WITNESSES, THE HELICOPTER WAS FLYING PARALLEL TO THE POWERLINE IN A WESTERLY DIRECTION WHEN THE ACCIDENT OCCURRED. EXAM OF THE WRECKAGE REVEALED THE TAIL ROTOR GEAR BOX AND HUB, ALONG WITH ON TAIL ROTOR BLADE HAD SEPARATED IN FLT AND WAS LOCATED APRX 50 YARDS FROM THE MAIN WRECKAGE. THE OTHER TAIL ROTOR BLADE WAS LOCATED APRX 160 YARDS AWAY FROM THE MAIN WRECKAGE. METALLURGICAL EXAM OF THE BROKEN YOKE REVEALED A FATIGUE FRACTURE WHICH PROGRESSED FROM MULTIPLE ORIGINS AT THE ROOT OF THE INTERNAL THREADS OF THE SPLINE. THE EXAM ALSO SHOWED THAT THE INTERNAL THREADS WERE NITRIDE TREATED. THIS WAS NOT A BELL HELICOPTER PART. THE PMA, UNDER WHICH THIS PART WAS MANUFACTURED, PROHIBITS NITRIDE TREATMENT OF THE SPINDLE BORE & THREADS.

File No. - 679 5/05/85 CALWOOD,MO A/C Reg. No. N951B Time (Lcl) - 1330 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ROTOR SYSTEM,TAIL ROTOR HUB - FATIGUE
2. TAIL ROTOR - IMPROPER - MANUFACTURER
3. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 633 5/14/85 OSAGE BEACH,MO A/C Reg. No. N4362F Time (Lcl) - 1030 CDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -KITTY HAWK AIRWAYS
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

----Aircraft Information----

Make/Model - PIPER PA-46
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 301 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ADDISON,TX
Destination
OSAGE BEACH,MO

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
LYNN CREEK/GRAND GLAIZE
Runway Ident - 32
Runway Lth/Wid - 3205/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2825
Make/Model- 7
Instrument- 293
Multi-Eng - 850

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 155

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT LANDED THE ACFT MID-FIELD ON THE 3205 FT RWY. THE ACFT LANDING SPEED WAS HIGHER THAN NORMAL AND A DECISION WAS MADE TO CONTINUE THE LANDING INSTEAD OF GOING AROUND FOR ANOTHER ATTEMPT. THE PLT APPLIED BRAKES & THE ACFT SKIDDED OFF THE RWY. THE PLT STATED HE SHOULD HAVE MADE A GO-AROUND INSTEAD OF THE DECISION TO CONTINUE THE LANDING. WINDS WERE REPORTED AS LIGHT AND VARIABLE AT THE ARPT.

File No. - 633 5/14/85 OSAGE BEACH,MO A/C Reg. No. N4362F Time (Lcl) - 1030 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  743       2/11/85    THOMPSON FALLS,MT          A/C Reg. No. N3777P           Time (Lcl) - 1030 MST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation        -AERIAL OBSERVATION              Fire                   Crew     0        0        0        2
    Flight Conducted Under   -14 CFR 91                        NONE                   Pass     0        0        0        1
    Accident Occurred During -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-18                   Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
    Landing Gear  - TAILWHEEL-ALL FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    1750                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -      2                        Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         THOMAS FALLS,MT
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                        LOCAL                                     UNKNOWN
      Wind Dir/Speed- 090/005 KTS                                                           Runway Ident     - N/A
      Visibility     -    5.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling        -  4000 FT OVERCAST   Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - SNOW SHOWER
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     40           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                             Current        - YES       Total       -   1710        Last 24 Hrs -       1
        SE LAND,ME LAND,SE SEA                 Months Since   - 23        Make/Model-    1000        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-       0        Last 90 Days-      30


        Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING A FORCED LNDG ON TERRAIN COVERED BY 20 INCHES OF SNOW. THE FLT WAS ON DEER SURVEY FLT
THE PLT TOLD OF IMPROPER USE OF THE CARB HEAT CONTROL DURING A PERIOD OF "PERFECT" ICING CONDITIONS. THE PLTS REDUCTION
OF POWER DURING MANEUVERING ALSO CONTRIBUTED TO THE BUILD UP OF ICE IN THE CARBURETOR. THE PLT WROTE IN HIS STATEMENT
UNDER PREVENTATIVE RECOMMENDATIONS THAT HE SHOULD HAVE BEEN MORE AWARE OF GETTING BEHIND THE "HEAT CURVE" OF THE ENG.

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Brief of Accident (Continued)

File No. - 743 2/11/85 THOMPSON FALLS,MT A/C Reg. No. N3777P Time (Lcl) - 1030 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  699       7/09/85    SHELBY,NC                  A/C Reg. No. N9718T          Time (Lcl) - 1330 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                  DESTROYED                     Fatal    Serious    Minor     None
      Type of Operation          -TEST FLIGHT                    Fire                  Crew      0         0          1         0
      Flight Conducted Under     -14 CFR 91                       ON GROUND            Pass      0         0          0         0
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA T303              Eng Make/Model - CONTINENTAL TSIO-520-AE   ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    2100                  Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       4                  Rated Power    -     250 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    OFF AIRPORT/STRIP
        Method         - N/A                        SHELBY,NC
        Completeness   - N/A                     Destination                            Airport Data
      Basic Weather    - VMC                        LOCAL                                 SHELBY MUNICIPAL
        Wind Dir/Speed- 240/008 KTS                                                       Runway Ident     - 23
        Visibility     -    10.0   SM          ATC/Airspace                                Runway Lth/Wid   -  4300/   75
        Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
        Lowest Ceiling          - NONE            Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     51          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                            Current        - YES      Total      -   2500        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                       Months Since   - 11       Make/Model-      80        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      70        Last 90 Days-     75
                                                                          Multi-Eng -     500

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT AFTER TAKEOFF FROM RWY 23, HE NOTICED OIL COMING FROM THE LEFT ENG. HE INITIATED A TURN TO LAND ON
RWY 03 BUT WAS UNABLE TO LINE UP WITH THE RWY. HE ELECTED TO GO-AROUND AND WHEN HE ADDED FULL POWER THE LEFT ENG OIL
PRESSURE WENT TO ZERO PSI. THE PLT FEATHERED THE LEFT ENG AND A SINGLE ENG GO-AROUND WAS ATTEMPTED. THE LANDING GEAR
AND FLAPS WERE NOT RETRACTED AND THE ACFT CRASHED 2 MILES NE OF THE ARPT AND WAS DESTROYED BY POST CRASH FIRE.
THE ORIGIN OF THE OIL LEAK COULD NOT BE DETERMINED DUE TO THE EXTENT OF THE FIRE DAMAGE.

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Brief of Accident (Continued)

File No. - 699 7/09/85 SHELBY,NC A/C Reg. No. N9718T Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,OIL - LEAK
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 751      8/16/85    BOWMAN,ND                  A/C Reg. No. N7126Y            Time (Lcl) - 1930 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -CLOUD SEDDIN                   Fire               Crew        0        0        0        1
    Flight Conducted Under     -14 CFR 91                       NONE              Pass        0        0        0        1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-30/A                Eng Make/Model - LYCOMING IO-320-B1A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    3725                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                       Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
      Method         - N/A                        BOWMAN,ND
      Completeness   - N/A                     Destination                            Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                        BOWMAN
      Wind Dir/Speed- 270/015 KTS                                                        Runway Ident     - 29
      Visibility     -    15.0    SM          ATC/Airspace                               Runway Lth/Wid   -  4800/    75
      Lowest Sky/Clouds  -     SCATTERED        Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE                                   FULL STOP
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     23             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                             Current          - YES    Total        -    647        Last 24 Hrs -      22
        ME LAND                                Months Since     -  8     Make/Model-       123        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-       679        Last 90 Days-     862
                                                                         Multi-Eng  -      145

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS LANDED GEAR UP. THE PLT WAS AWARE OF THE CONDITION AT ONE POINT IN THE TRAFFIC PATTERN. A CHECK BY
RETARDING THE THROTTLE(S) ON FINAL PRODUCED NO WARNING HORN SO THE PLT ASSUMED THAT THE GEAR WAS DOWN. AFTER THE GEAR
UP LANDING, THE CIRCUIT BREAKER ON THE GEAR WAS FOUND "POPPED" WHICH EXPLAINED TTHE LACK OF ACTION & WARNING. THE PLT
SAID THAT SHE HAD TO LEARN TO IGNORE DISTRACTIONS & FIGHT COMPLACANCY IN HER FUTURE FLTS.

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Brief of Accident (Continued)

File No. - 751   8/16/85   BOWMAN,ND   A/C Reg. No. N7126Y   Time (Lcl) - 1930 MDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. CHECKLIST - INADEQUATE - PILOT IN COMMAND
2.   IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
4.   IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. -  752      8/19/85    MOTT,ND                 A/C Reg. No. N47500          Time (Lcl) - 0700 MDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              MINOR                        Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                   Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass     0        0        0        0
    Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AERONCA 058B               Eng Make/Model - CONTINENTAL 65-A        ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    1620                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -      65 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - TV WX                    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - UNK/NR                     SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT    Destination                          Airport Data
    Basic Weather    - VMC                        FLEMMING,MN
      Wind Dir/Speed- CALM                                                             Runway Ident     - N/A
      Visibility     -     15.0   SM          ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     SCATTERED        Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling        - NONE              Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     64           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
        PRIVATE                              Current        - YES      Total        -   1410       Last 24 Hrs -      5
        SE LAND,ME LAND,SE SEA               Months Since   - 12       Make/Model-    1200       Last 30 Days-     67
                                             Aircraft Type  - PA-23    Instrument-       0       Last 90 Days-     67
                                                                       Multi-Eng -      35

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE DEPARTING A STUBBLE FIELD, THE AIRCRAFT'S TIRE RAN INTO A SOFT SPOT IN THE GROUND AND THE AIRCRAFT TURNED AND
STRUCK THE SHOULDER OF A ROAD. THE RIGHT GEAR BROKE AND THE RIGHT WING TIP STRUCK THE GROUND. THE RIGHT STRUT BROKE.
THE TAIL WHEEL AND RUDDER WERE DAMAGED ALONG WITH THE PROP

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File No. - 752 8/19/85 MOTT,ND A/C Reg. No. N47500 Time (Lcl) - 0700 MDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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 File No. - 763       5/24/85    OMAHA,NE                 A/C Reg. No. N8833B          Time (Lcl) - 2030 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI        Aircraft Damage                       Injuries
                                                          SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                  Fire               Crew      0         0         0         1
    Flight Conducted Under    -14 CFR 91                  IN FLIGHT         Pass      0         0         0         2
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PEECH 65-88               Eng Make/Model - LYCOMING IGSO-540-B1A    ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    8800                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       9                   Rated Power    -     380 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information---
   Weather Data                                 Itinerary                          Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point               OFF AIRPORT/STRIP
       Method         - UNK/NR                      OMAHA,NE
       Completeness   - WEATHER NOT PERTINENT     Destination                      Airport Data
     Basic Weather    - VMC                         TULSA,OK
       Wind Dir/Speed- 180/007 KTS                                                    Runway Ident     - N/A
       Visibility     -     15.0   SM           ATC/Airspace                          Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - IFR         Runway Surface   - N/A
       Lowest Ceiling       - 25000 FT BROKEN       Type of Clearance   - IFR         Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     39           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        ATP,CFI                                  Current        - YES      Total       -   4964       Last 24 Hrs  -      1
        SE LAND,ME LAND                          Months Since   -  2       Make/Model-      43        Last 30 Days- UNK/NR
                                                 Aircraft Type - 65        Instrument-     407        Last 90 Days-     139
                                                                           Multi-Eng -   2989

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
PLT REPORTED THAT THE RT ENG BEGAN TO RUN ROUGH AND BACKFIRE AS THE FLT WAS CLIMBING THRU 400 FT AGL AFTER TAKEOFF.
MOMENTS LATER THE RT ENG FIRE WARNING LIGHT ILLUMINATED AND THE PLT SECURED THE ENG AND LANDED. THE FIRE WARNING LIGHT
WENT OUT PRIOR TO LANDING AND THERE WAS INDICATION OF FIRE.  INVESTIGATION REVEALED A HOLE BURNED IN THE #3 CYL HEAD
AND A SEPARATED INDUCTION MANIFOLD COUPLING AT THE #2 CYL.  THE EXAMINATION ALSO REVEALED FIRE DAMAGE TO RIGHT ENG MOUNT
AND COWLING.

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File No. - 763 5/24/85 OMAHA,NE A/C Reg. No. N8833B Time (Lcl) - 2030 CDT

Occurrence #1 FIRE/EXPLOSION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - BURNED
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. ENGINE ASSEMBLY,CYLINDER - DISTORTED
5. ENGINE ASSEMBLY,CYLINDER - DISCONNECTED
6. ENGINE ASSEMBLY,MOUNT - BURNED
7. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 659   5/30/85   HARRISON,NE   A/C Reg. No. N71407   Time (Lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - BUSINESS
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed - 270/040 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WEST POINT,NE
Destination
HARRISON,NE

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - CONTACT
TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HARRISON SKYRANCH
Runway Ident - 30
Runway Lth/Wid - 3400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 480
Make/Model - 50
Instrument - 2
Last 24 Hrs - 5
Last 30 Days - UNK/NR
Last 90 Days - 30

Instrument Rating(s) - NONE

----Narrative----

THE ACFT STALLED DURING AN ATTEMPTED GO-AROUND. THE PLT INITIATED THE GO-AROUND WHILE ATTEMPTING TO LAND ON RWY 30 WITH WINDS FROM 270 DEGS AT 40 KTS GUSTING TO 60 KTS. THE ACFT STALLED, CONTACTED THE RWY AND VEERED LEFT OFF THE RWY SURFACE. THE PLT RECEIVED A WX BRIEFING BEFORE DEPARTING WEST POINT, NE.

Brief of Accident (Continued)

File No. - 659 5/30/85 HARRISON,NE A/C Reg. No. N71407 Time (Lcl) - 1230 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - HIGH WIND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

  File No. - 665      6/13/85    BINGHAM,NE            A/C Reg. No. N80747           Time (Lcl) - 1225 MDT
---------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE              Pass     0        0        0        2
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172M            Eng Make/Model - LYCOMING O-320-E2D      ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TRICYCLE-FIXED         Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -    2300                Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                Rated Power    -      150 HP
---------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     ON AIRSTRIP
       Method         - N/A                      SAME AS ACC/INC
       Completeness   - N/A                    Destination                            Airport Data
     Basic Weather    - VMC                      LOCAL
       Wind Dir/Speed- 180/005 KTS                                                       Runway Ident       - 18
       Visibility     -    10.0   SM          ATC/Airspace                               Runway Lth/Wid   -  2800 -UNK/NR
       Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE            Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      39           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                               Current        - YES        Total       -     85        Last 24 Hrs - UNK/NR
          SE LAND                               Months Since   - 12         Make/Model-       85        Last 30 Days- UNK/NR
                                                Aircraft Type - C-172M      Instrument-        0        Last 30 Days-       3


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTS THAT THE ACFT BEGAN TO SETTLE WHILE ON FINAL APCH FOR LANDING. FULL POWER WAS APPLIED BUT THE ACFT
CONTINUED TO SETTLE. THE ACFT HIT NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE PLT HAD FLOWN 11 HRS SINCE RECEIVING
PRIVATE PLT CERTIFICATE A YEAR PRIOR TO THE ACCIDENT.
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Brief of Accident (Continued)

File No. - 665 6/13/85 BINGHAM,NE A/C Reg. No. N80747 Time (Lcl) - 1225 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  738        4/20/85    NO. HAMPTON,NH            A/C Reg. No. N95043            Time (Lcl) - 1320 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  DESTROYED                    Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                        Fire                  Crew       1         0          0        0
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass       1         0          0        0
     Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-140              Eng Make/Model - LYCOMING O-320-E2A        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2150                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power    -       150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method         - N/A                         LAWRENCE,MA
       Completeness   - N/A                      Destination                               Airport Data
     Basic Weather    - VMC                         N.HAMPTON,NH                                HAMPTON AIRFIELD
       Wind Dir/Speed- 160/008 KTS                                                              Runway Ident      - 20
       Visibility    -    30.0    SM            ATC/Airspace                                    Runway Lth/Wid    -  2050/  300
       Lowest Sky/Clouds  -       100 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface    - GRASS/TURF
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                    Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - GO AROUND                                   HIGH VEGETATION
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     26             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         STUDENT                                Current        - N/A       Total       -      30         Last 24 Hrs - UNK/NR
                                                Months Since   - N/A       Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A       Instrument-       0           Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
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ON APRIL 20, 1985, A PIPER PA-28-140, FLOWN BY A STUDENT PLT, CRASHED DURING AN ATTEMPTED GO-AROUND AT NORTH HAMPTON, NH, WHILE ON A PLEASURE FLT. THE WX WAS CLEAR, WINDS WERE LIGHT AND VARIABLE WITH UNLIMITED VISIBILITY. THE TOUGH RWY IS 2050 FT LONG AND 300 FT WIDE AND IS SURROUNDED BY TREES. ACCORDING TO WITNESSES, THE PLT FLEW DOWN THE RWY AND AT ABOUT TE MIDFIELD POINT, THE NOSE PITCHED UP AND THE PLT EXECUTED A TURN TO THE LEFT. DURING THE TURN TO THE LEFT, THE BANK INCREASED TO 90 DEGREES, THE NOSE DROPPED BELOW THE HORIZON, AND THE ACFT CRASHED INTO AN OPEN FIELD.. NONE OF THE WITNESSES HEARD AN INCREASE IN ENG RPM DURING THE GO-AROUND. THE PLT HAD APRX 30 HRS TOTAL FLYING TIME AND HAD NOT FLOWN INTO THIS AIRFIELD BEFORE. THE PLT HAD RECEIVED ALL OF HIS INSTRUCTION AT ANOTHER AIRFIELD LOCATED 20 MILES AWAY. THIS WAS THE PLT'S FIRST KNOWN ATTEMPT TO LAND AT ANOTHER ARPT.

Brief of Accident (Continued)

File No. - 738 4/20/85 NO. HAMPTON,NH A/C Reg. No. N95043 Time (Lcl) - 1320 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
7. STALL - INADVERTENT - PILOT IN COMMAND
8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. -  645       3/16/85    PRINCETON,NJ              A/C Reg. No. N62541             Time (Lcl) - 1615 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation           -PERSONAL                       Fire                 Crew      0        0        0        1
   Flight Conducted Under      -14 CFR 91                       NONE                Pass      0        0        0        1
   Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 172P                  Eng Make/Model - LYCOMING O-320-D2J      ELT Installed/Activated - YES-UNK/NR
   Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                         Stall Warning System - YES
   Max Gross Wt   -    2150                      Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       4                      Rated Power    -      160 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                              Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                   ON AIRPORT
     Method         - N/A                          UNK/NR
     Completeness   - N/A                       Destination                          Airport Data
   Basic Weather    - VMC                          UNK/NR                               PRINCETON
     Wind Dir/Speed- UNK/NR                                                             Runway Ident     - 28
     Visibility     -     15.0   SM             ATC/Airspace                            Runway Lth/Wid   -   3100/    60
     Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE            Runway Surface   - ASPHALT
     Lowest Ceiling         - UNK/NR              Type of Clearance   - NONE            Runway Status    - DRY
     Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     30           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                               Current        - YES      Total        -   154       Last 24 Hrs - UNK/NR
         SE LAND                               Months Since   - UNK/NR   Make/Model-       67       Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-        0       Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT EXPERIENCED NOSE GEAR DAMAGE FOLLOWING A LOSS OF CONTROL DURING TOUCHDOWN. THE PLT STATED THE ACFT TOUCHED
DOWN ON THE MAIN GEAR AND BOUNCED AS THE NOSE GEAR WAS BEING LOWERED. AFTER THE ACFT PORPOISED SEVERAL TIMES THE PLT
WAS ABLE TO REGAIN CONTROL AND THE ACFT SETTLED ONTO THE RWY.
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Brief of Accident (Continued)

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     File No. - 645       3/16/85    PRINCETON,NJ               A/C Reg. No. N62541            Time (Lcl) - 1515 EST
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Occurrence           HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND
-------------------------------------------------------------------------------------------------------------------
----Probable Cause----
```

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
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Brief of Accident

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  File No  -  760       6/11/85    BELMAR,NJ                 A/C Reg. No. N176FJ            Time (Lcl) - 1245 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -EXECUTIVE/CORPORATE          Fire                  Crew      0         0          2         0
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass      0         0          2         0
    Accident Occurred During   -HOVER                                              Other     1         1          0         0
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - SIKORSKY S76A              Eng Make/Model - ALLISON 250-C30S        ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - NO
    Max Gross Wt    -  10300                     Engine Type     - TURBOSHAFT
    No. of Seats    -      8                     Rated Power     -     650 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
      Method          - N/A                          POINT PLEASANT,NJ
      Completeness    - N/A                       Destination                            Airport Data
    Basic Weather     - VMC                          BELMAR,NJ                               MONMOUTH CO.
      Wind Dir/Speed- 090/008 KTS                                                            Runway Ident     - 03
      Visibility      -     7.0   SM              ATC/Airspace                               Runway Lth/Wid   -  3707/   46
      Lowest Sky/Clouds  -     12000 FT THIN BKN    Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - 25000 FT OVERCAST    Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age  -     49              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                       Flight Time (Hours)
        COMMERCIAL,ATP,CFI                         Current        - YES        Total        -   8672        Last 24 Hrs  -      37
        SE LAND,ME LAND                            Months Since   -  6         Make/Model   -   1055        Last 30 Days- UNK/NR
        HELICOPTER                                 Aircraft Type  - UNK/NR     Instrument   -    686        Last 90 Days-     197
                                                                               Multi-Eng    -    178        Rotorcraft   -    7637

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF & LANDING PRACTICE FOR A PRE-SOLO PLT THE CFI SAW A HELICOPTER, N176FJ, APPROACHING THE ARPT. N4956B, AT
THE TIME OF 1ST SIGHTING, WAS ON A LEFT BASE FOR RWY 3. THE ROTORCRAFT APPARENTLY DID NOT SEE N4956B OR HEAR ANY
RADIO CALLS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL
TAXIWAY BY RWY 3. THE HELICOPTER WAS HOVERING & N4956B WAS LIFTING OFF AFTER A TOUCH-&-GO LANDING WHEN IT VEERED TO
THE RIGHT AND COLLIDED WITH THE HELICOPTER. WHEN THE CFI WAS REMOVED FROM THE ACFT HE STATED THAT THEY WERE CAUGHT IN
THE HELICOPTERS ROTOR VORTEX TURBULENCE.
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Brief of Accident (Continued)

File No. - 760   6/11/85   BELMAR,NJ   A/C Reg. No. N176FJ   Time (Lcl) - 1245 EDT

Occurrence #1   MIDAIR COLLISION
Phase of Operation   HOVER

Finding(s)
1. RADIO COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT RECEIVED - PILOT IN COMMAND
3. VISUAL SEPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
5. ROTOR DRIVE SYSTEM - DISINTEGRATED
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - OPEN FIELD
8. MANEUVER - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

    File No. - 760      6/11/85    BELMAR,NJ                A/C Reg. No. N4956B            Time (Lcl) - 1245 EDT
----------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation         -INSTRUCTIONAL                 Fire               Crew       1         1         0         0
     Flight Conducted Under    -14 CFR 91                      NONE              Pass       0         0         0         0
     Accident Occurred During  -TAKEOFF                                          Other      0         0         4         0
----------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                       Rated Power    -      112 HP
----------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                        Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                             ON AIRPORT
       Method          - N/A                         BELMAR,NJ
       Completeness    - N/A                      Destination                                    Airport Data
     Basic Weather     - VMC                         SAME AS ACC/INC                                BELMAR MONMOUTH CO.
       Wind Dir/Speed- 090/008 KTS                                                                  Runway Ident      - 03
       Visibility      -    7.0   SM             ATC/Airspace                                       Runway Lth/Wid    -  3707/   46
       Lowest Sky/Clouds  -     12000 FT THIN BKN  Type of Flight Plan - NONE                       Runway Surface    - ASPHALT
       Lowest Ceiling       - 25000 FT OVERCAST    Type of Clearance   - NONE                       Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TOUCH AND GO
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     29               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                           Current        - YES        Total      -   1744        Last 24 Hrs -      5
         SE LAND                                  Months Since   - 18         Make/Model-      83        Last 30 Days-     55
                                                  Aircraft Type  - UNK/NR     Instrument-      66        Last 90 Days-    150
                                                                              Multi-Eng -      20

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF & LANDING PRACTICE FOR A PRE-SOLO PLT THE CFI SAW A HELICOPTER, N176FJ, APPROACHING THE ARPT. N4956B, AT
THE TIME OF 1ST SIGHTING, WAS ON A LEFT BASE FOR RWY 3. THE ROTORCRAFT APPARENTLY DID NOT SEE N4956B OR HEAR ANY
RADIO CALLS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL
TAXIWAY BY RWY 3. THE HELICOPTER WAS HOVERING & N4956B WAS LIFTING OFF AFTER A TOUCH-&-GO LANDING WHEN IT VEERED TO
THE RIGHT AND COLLIDED WITH THE HELICOPTER. WHEN THE CFI WAS REMOVED FROM THE ACFT HE STATED THAT THEY WERE CAUGHT IN
THE HELICOPTERS ROTOR VORTEX TURBULENCE.
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                                  Brief of Accident (Continued)

      File No. - 760       5/11/85    BELMAR,NJ                  A/C Reg. No. N4956B             Time (Lcl) - 1245 EDT
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Occurrence #1          VORTEX TURBULENCE ENCOUNTERED
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     DESCENT - UNCONTROLLED
----------------------------------------------------------------------------------------------------------------------

Occurrence #3          MIDAIR COLLISION
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  3. FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION
----------------------------------------------------------------------------------------------------------------------

Occurrence #4          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  4. TERRAIN CONDITION - OPEN FIELD
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 647       6/15/85    PLAINSBORO,NJ               A/C Reg. No. N49882             Time (Lcl) - 1430 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -AERIAL APPLICATION           Fire                Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 137                    NONE               Pass      0         0         0         0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 47G-3                   Eng Make/Model - LYCOMING VO-435-A1F      ELT Installed/Activated - UNK/NR
     Landing Gear   - SKID                         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2600                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       3                      Rated Power    -    280 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                          PLAINSBORO,NJ
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          LOCAL
       Wind Dir/Speed- UNK/NR                                                              Runway Ident     - N/A
       Visibility     - UNK/NR                   ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -     UNK/NR              Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling        - UNK/NR              Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     53                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                         Current         - UNK/NR    Total       -  15420        Last 24 Hrs -       5
        SE LAND,ME LAND,SE SEA                 Months Since    - UNK/NR    Make/Model-    3362        Last 30 Days- UNK/NR
        HELICOPTER                             Aircraft Type   - UNK/NR    Instrument-      21        Last 90 Days-     110
                                                                                                    Rotorcraft  -    6475

        Instrument Rating(s)  - UNK/NR
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICPOPTER CRASHED SHORTLY AFTER TAKEOFF WITH 55 GALLONS OF FERTILIZER ON BOARD. THE PLT STATED THAT EACH TIME
HE MADE A SWATH RUN OVER THE FIELD THE BLADES OF THE HELICOPTER WERE PICKING UP SOME OF THE LIQUID FERTILIZER. ON
TAKEOFF HELICOPTER FELT HEAVY, ACCORDING TO THE PLT. UNABLE TO GET THE RPM BACK AND TOO LATE TO ACTIVATE THE
EMERGENCY DUMP. THE HELICOPTER COLLIDED WITH THE GROUND IN THE POTATO FIELD.

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Brief of Accident (Continued)

File No. - 647 6/15/85 PLAINSBORO,NJ A/C Reg. No. N49882 Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF

Finding(s)
1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 718        4/09/85    GRANT,NM                  A/C Reg. No. N738LR            Time (Lcl) - 1715 MST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                  Fatal     Serious     Minor     None
     Type of Operation          -PERSONAL                        Fire                  Crew      0          0          0         1
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0          0          0         2
     Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172                  Eng Make/Model - LYCOMING O-320-H2AD        ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                             Stall Warning System - YES
     Max Gross Wt    -    2300                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                     Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRSTRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                           Airport Data
     Basic Weather    - VMC                          FARMINGTON,NM
       Wind Dir/Speed- 360/010 KTS                                                         Runway Ident     - 09
       Visibility     -    60.0   SM              ATC/Airspace                             Runway Lth/Wid   -  4500/   60
       Lowest Sky/Clouds -     CLEAR                Type of Flight Plan - NONE             Runway Surface   - DIRT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age     35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total      -    465        Last 24 Hrs  -      0
         SE LAND                                 Months Since   - 10        Make/Model-     436        Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument-      34        Last 90 Days-      0

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ACFT CRASHED DURING TAKEOFF FROM A DIRT STRIP NEAR GRANT, NM, WHILE ON A PLEASURE FLT. VMC CONDITIONS PREVAILED AND NO FLT PLAN WAS FILED. THE PLT & HIS 3 OCCUPANTS WERE NOT INJURED. THE PLT REPORTED THAT A DUST DEVIL CAUGHT THE ACFT AT AN ALT OF 35-50 FT AGL AND CAUSED THE ACFT TO CRASH INTO THE GROUND. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT. THE FLD ELEVATION IS ABOUT 6800 FT AND THE TEMPERATURE WAS APRX 65-75 DEG F RESULTING IN A DENSITY ALT OF ABOUT 8700 FT.

File No. - 718 4/09/85 GRANT,NM A/C Reg. No. N738LR Time (Lcl) - 1715 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 622        6/27/85    LORDSBURG,NM                A/C Reg. No. N8180F              Time (Lcl) - 1035 MDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL               Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                        Fire                  Crew   0          0         0        1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass   0          0         0        4
    Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32R-301T            Eng Make/Model - LYCOMING TIO-540-S1AD    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3600                      Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       7                      Rated Power     -      300 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NWS                        Last Departure Point                    OFF AIRPORT/STRIP
      Method         - TELEPHONE                    SAME AS ACC/INC
      Completeness   - FULL                      Destination                           Airport Data
    Basic Weather    - VMC                          ALBUQUERQUE,NM
      Wind Dir/Speed- 080/015 KTS                                                        Runway Ident      - N/A
      Visibility     -    60.0   SM             ATC/Airspace                             Runway Lth/Wid    - N/A
      Lowest Sky/Clouds -     CLEAR               Type of Flight Plan - VFR              Runway Surface    - GRAVEL
      Lowest Ceiling         - NONE               Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      48          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                Current         - YES    Total       -    1501         Last 24 Hrs -       3
         SE LAND                                Months Since    - 20     Make/Model-      242          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR   Instrument-       20          Last 90 Days-      15
                                                                         Multi-Eng -        2

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ATTEMPTED TO TAKE OFF FROM A DIRT ROAD AT OR NEAR MAX GROSS WIEGHT AND AT HIGH DENSITY ALT CONDITIONS.
THE PLT SAID THERE WAS A SMALL RISE IN THE ROAD AND HE EASED BACK ON THE CONTROL YOKE. DIRECTIONAL CONTROL
WAS LOST AND THE AIRPLANE SKIDDED OFF THE LEFT HAND SIDE OF THE ROAD, STRIKING TWO MOUNDS OF DIRT. THE PLT
SAID HE RECALLED THE LAST INDICATED AIRSPEED READOUT AS BEING 65 KTS.

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Brief of Accident (Continued)

File No. - 622 6/27/85 LORDSBURG,NM A/C Reg. No. N8180F Time (Lcl) - 1035 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
6. ROTATION - NOT POSSIBLE - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
10. AIRPORT FACILITIES - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,9,10

Brief of Accident

File No. - 750   7/04/85   TUCUMCARI,NM   A/C Reg. No. N1754A   Time (Lcl) - 1400 MDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-18A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
TUCUMCARI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	9850	Last 24 Hrs -	8
Make/Model-	870	Last 30 Days-	40
Instrument-	250	Last 90 Days-	160
Multi-Eng -	2530		

Instrument Rating(s) - AIRPLANE

----Narrative----

ON JULY 4, 1985, AT 1400 MDT, A PIPER PA-18, N1754A, REGISTERED TO TED W. STALLINGS, DEPARTED THE DESIGNATED TAXIWAY AND COLLIDED WITH A CULVERT AT TUCUMCARI MUNICIPAL AIRPORT, TUCUMCARI, NEW MEXICO. THE AIRCRAFT WAS BEING TAXIED FOR THE PURPOSE OF A LOCAL PLEASURE FLIGHT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THAT TIME, AND A FLIGHT PLAN WAS NOT FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED, AND THE CERTIFICATED PILOT AND HIS PASSENGER WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 750 7/04/85 TUCUMCARI,NM A/C Reg. No. N1754A Time (Lcl) - 1400 MDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. TERRAIN CONDITION - DITCH
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident

     File No. - 601      7/10/85    AZTEC,NM                A/C Reg. No. N272CP          Time (Lcl) - 0830 MDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire                  Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE                 Pass     0        0        0        0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PETRACCA GLASAIR SH-2         Eng Make/Model - LYCOMING O-320         ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                       Stall Warning System - NO
     Max Gross Wt   -    1500                       Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                       Rated Power     -     150 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                             Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                  ON AIRPORT
       Method         - TELEPHONE                     SAME AS ACC/INC
       Completeness   - FULL                        Destination                         Airport Data
     Basic Weather    - VMC                           LEWISTON,ID                          AZTEC MUNICIPAL
       Wind Dir/Speed- 080/005 KTS                                                         Runway Ident      - 08
       Visibility     -    40.0   SM              ATC/Airspace                             Runway Lth/Wid   -   4300/   60
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE             Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE             Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     39            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                 Current       - YES        Total        -    1613        Last 24 Hrs  - UNK/NR
         SE LAND                                 Months Since  -  4         Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                 Aircraft Type - SH-2       Instrument-        4          Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AFTER IT STALLED AND CONTACTED THE GROUND DURING TAKEOFF. PLT STATED LIFT OFF
WAS MADE WITH MINIMAL AIRSPEED AND THE RIGHT WING DROPPED SHORTLY AFTER BECOMING AIRBORNE. PLT OVERCORRECTED FOR
THE RIGHT BANK, THE ACFT BANKED LEFT AND THE PITCH ATTITUDE INCREASED UNTIL A STALL RESULTED.

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Brief of Accident (Continued)

File No. - 601 7/10/85 AZTEC,NM A/C Reg. No. N272CP Time (Lcl) - 0830 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - UNCONTROLLED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

      File No. - 749       8/06/85    GRANTS,NM            A/C Reg. No. N65010          Time (Lcl) - 1130 MDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL              Fatal    Serious    Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew    0         1          0        0
    Flight Conducted Under     -14 CFR 91                      NONE              Pass    0         0          0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - STAR DUSTER TOO SA-300        Eng Make/Model - LYCOMING IO-320           ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt   - UNK/NR                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -      150 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING        Last Departure Point                   OFF AIRPORT/STRIP
      Method        - N/A                            GRANTS,NM
      Completeness  - N/A                          Destination                          Airport Data
    Basic Weather   - VMC                            WINSLOW,AZ
      Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
      Visibility    - UNK/NR                     ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds -      CLEAR               Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling        - UNK/NR               Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                      Flight Time (Hours)
        PRIVATE                               Current       - YES        Total      -    210         Last 24 Hrs -       4
        SE LAND                               Months Since  -  1         Make/Model-     65          Last 30 Days- UNK/NR
                                              Aircraft Type - SA-300     Instrument-      0          Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT-IN-COMMAND OF N65010, A STARDUSTER II ON 8/6/85 TOOK OFF FROM GRANTS, NM AT ABOUT 1100 MDT, SOUTH BOUND TO
INTERCEPT WINSLOW, AZ VOR, RADIAL 255. WHEN TRYING TO GAIN ALTITUDE THE PILOT STATED THE AIRCRAFT FELT THE EFFECTS OF
DENSITY ALTITUDE MAKING IT DIFFICULT TO REACH THE AIRWAY ALTITUDE. A DOWN-DRAFT FINALLY CAUSED THE AIRCRAFT TO LOSE
FORWARD AIRSPEED CAUSING THE AIRCRAFT TO CRASH IN A NOSE DOWN ATTITUDE. THE ELEVATOR TRIM WAS IN A FULL NOSE UP
CONDITION. THE AIRCRAFT WAS DEMOLISHED. THERE WAS NO FIRE. THE PILOT RECEIVED SERIOUS INJURIES. THE ELT ACTIVATED WHICH
LED TO THE PILOT'S RESCUE. ACCIDENT ALT WAS 7400 FT MSL.
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Brief of Accident (Continued)

File No. - 749 8/03/85 GRANTS,NM A/C Reg. No. N65010 Time (Lcl) - 1130 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - DOWNDRAFT
3. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 642 4/02/85 JOHNSON CITY,NY A/C Reg. No. N5407J Time (Lcl) - 1646 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 421B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7450
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTSIO-520-H
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/011 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 5500 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
TOLEDO,OH

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
EDWIN A. LINK FIELD
Runway Ident - 28
Runway Lth/Wid - 4999/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 25
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 1350
Make/Model- 780
Instrument- UNK/NR
Multi-Eng - 1050

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER A HEAVY SNOW SHOWER PASSED OVER THE AIRPORT, THE ACCIDENT ACFT ATTEMPTED A DEPARTURE. IMMEDIATELY AFTER TAKEOFF THE PLT TRANSMITTED THAT HE WAS COMING BACK TO LAND. THE ACFT CRASHED SHORTLY THEREAFTER, 1 MILE SOUTHWEST OF THE AIRPORT. GROUND WITNESSES OBSERVED THE ACFT USE NEARLY ALL OF THE 4,999 FT RWY AND GRADUALLY DESCEND OUT OF SIGHT PRIOR TO THE CRASH. A CESSNA CONQUEST HAD DEPARTED THE SAME RWY MOMENTS PRIOR TO THE ACCIDENT ACFT AND EXPERIENCED DIRECTIONAL CONTROL PORBLEMS DUE TO SLUSH ON THE RWY AND AIRFRAME ICING ON THEIR ACFT.

Brief of Accident (Continued)

File No. - 642 4/02/85 JOHNSON CITY,NY A/C Reg. No. N5407J Time (Lcl) - 1646 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
4. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
7. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
8. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 643        7/11/85    PENN YAN,NY                  A/C Reg. No. N6704L           Time (Lcl) - 1955 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                           Injuries
                                                                SUBSTANTIAL                    Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                   Fire                  Crew       0         0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass       0         0         0         0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - BEECH C23                       Eng Make/Model - LYCOMING O-360-A4K        ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED                  Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt  -    2450                         Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -       4                         Rated Power     -     180 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                          Last Departure Point                       ON AIRPORT
      Method         - TELEPHONE                      ROCHESTER,NY
      Completeness   - WEATHER NOT PERTINENT        Destination                              Airport Data
    Basic Weather    - VMC                            SAME AS ACC/INC                            PENN YAN
      Wind Dir/Speed- CALM                                                                       Runway Ident     - 28
      Visibility     - UNK/NR                     ATC/Airspace                                   Runway Lth/Wid   -  3206/   50
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan  - VFR                   Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                 Type of Clearance    - VFR                   Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation          - NONE                                        GO AROUND
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -      34          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review               Flight Time (Hours)
        STUDENT                                    Current         - N/A       Total      -      57          Last 24 Hrs - UNK/NR
                                                   Months Since   - N/A       Make/Model-      57          Last 30 Days- UNK/NR
                                                   Aircraft Type - N/A       Instrument-       0          Last 90 Days-       39


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS FAMILIAR WITH THE ARPT. DURING THE LANDING THE PLT OBSERVED THE WIND SOCK INDICATING CALM WINDS AND
THE ACFT WAS LANDED INTO THE SUN. DURING THE LANDING ROLL, PWR WAS ADDED FOR TAKEOFF. WHEN THE ACFT WAS APRX 2/3 THE
WAY DOWN THE RWY, THE PLT DECIDED TO ABORT THE TAKEOFF AND ATTEMPTED TO STOP ON THE REMAINING RWY. THE ACFT WAS
UNABLE TO STOP PRIOR TO RUNNING OFF THE RWY, ACROSS A ROAD AND COLLIDING WITH A SMALL TREE. THE MANUAL FLAPS WERE
EXTENDED THROUGHOUT THE LANDING AND ABORTED TAKEOFF.

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File No. - 649 7/11/85 PENN YAN,NY A/C Reg. No. N6704L Time (Lcl) - 1955 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. ABORT ABOVE V1 - ATTEMPTED - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

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                        National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. -  746       6/18/85    GOSHEN,NY                 A/C Reg. No. N35515          Time (Lcl) - 1810 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE               Pass     0        0        0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER J-3                 Eng Make/Model - CONTINENTAL A-65         ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1100                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -      65 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                              Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                   UNK/NR
       Method        - N/A                       MONTGOMERY,NY
       Completeness  - N/A                     Destination                          Airport Data
     Basic Weather   - VMC                       LOCAL
       Wind Dir/Speed  180/006 KTS                                                    Runway Ident    - N/A
       Visibility    -    12.0   SM          ATC/Airspace                             Runway Lth/Wid  - UNK/NR-
       Lowest Sky/Clouds  -    UNK/NR          Type of Flight Plan - NONE             Runway Surface  - UNK/NR
       Lowest Ceiling        -  5000 FT BROKEN Type of Clearance   - NONE             Runway Status   - UNK/NR
       Obstructions to Vision- NONE            Type Apch/Lndg      - UNK/NR
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      34           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                               Current        - YES      Total      -    174        Last 24 Hrs - UNK/NR
        SE LAND                               Months Since   - 17       Make/Model-      20        Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR   Instrument-       5        Last 90 Days-      20


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT RAN OUT OF FUEL WHILE PLT WAS RETURNING TO ORANGE CO ARPT. PLT ALMOST FROZE ON CONTROLS WHEN ACFT ENGINE
STOPPED RUNNING. PLT OVERSHOT EMERG LANDING FLD AND HIT TREES.

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Brief of Accident (Continued)

File No. - 746   8/18/85   GOSHEN,NY   A/C Reg. No. N35515   Time (Lcl) - 1810 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
4. IMPROPER USE OF PROCEDURE,PANIC - PILOT IN COMMAND

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
5. OBJECT - TREE(S)
6. PLANNED APPROACH - POOR - PILOT IN COMMAND
7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. DISTANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 658       4/27/85    PERRYSVILLE,OH            A/C Reg. No. N5102D            Time (Lcl) - 1830 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                    Fire                   Crew     0        0        0        1
      Flight Conducted Under     -14 CFR 91                    NONE                  Pass     0        0        0        0
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 172N                 Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                        Stall Warning System - YES
      Max Gross Wt   -   2150                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                      Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRSTRIP
        Method         - N/A                          CLEVELAND,OH
        Completeness   - N/A                        Destination                            Airport Data
      Basic Weather    - VMC                          PERRYSVILLE,OH                           PLEASANT HILL AIRSTRIP
        Wind Dir/Speed- 020/010 KTS                                                            Runway Ident     - 27
        Visibility     -   10.0   SM               ATC/Airspace                                Runway Lth/Wid   -  3000 -UNK/NR
        Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
        Lowest Ceiling         -  9000 FT BROKEN     Type of Clearance   - NONE                Runway Status    - WET
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     49           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                               Current        - YES       Total      -    310       Last 24 Hrs -       1
          SE LAND                               Months Since   - UNK/NR    Make/Model-     230       Last 30 Days- UNK/NR
                                                Aircraft Type  - C-172     Instrument-     887       Last 90 Days-      21


          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT LANDED WITH QUARTERING TAILWIND. ACFT TOUCHED DOWN, BALLOONED AND TOUCHED DOWN AGAIN WITH APRX 1000 FT OF RWY
REMAINING. UNABLE TO STOP ON THE TALL WET GRASS. PLT INITIATED A GROUNDLOOP TO THE LEFT INTO A PLOWED FIELD. THE ACFT
THEN NOSED OVER.

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Brief of Accident (Continued)

File No. - 658 4/27/85 PERRYSVILLE,OH A/C Reg. No. N5102D Time (Lcl) - 1830 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - WET
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 629 5/05/85 STRONGSVILLE,OH A/C Reg. No. N89599 Time (Lcl) - 1700 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12-F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 250/016 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
STRONGSVILLE
Runway Ident - 27
Runway Lth/Wid - 2865/ 36
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 408
Make/Model- 86
Instrument- 59
Multi-Eng - 32
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON FINAL APCH THE HEADWIND CHANGED TO A QUARTERING LEFT CROSSWIND. A SUDDEN LOSS OF ALT OCCURRED AND THE ACFT CONTACTED THE DISPLACED THRESHOLD AND WEATHERVANED INTO THE WIND. THE ACFT TRAVELED OFF THE SIDE OF THE RWY AND NOSED OVER IN AN AREA OF GRASS.

Brief of Accident (Continued)

File No. - 629 5/05/85 STRONGSVILLE,OH A/C Reg. No. N89599 Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - WINDSHEAR
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. FLARE - NOT PERFORMED - PILOT IN COMMAND
8. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

9. TERRAIN CONDITION - RUNWAY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING

Finding(s)

11. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 779       5/07/85    ALLIANCE,OH              A/C Reg. No. N47C7H            Time (Lcl) - 1800 EDT
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)    Aircraft Damage                     Injuries
                                                            SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation        -PERSONAL                    Fire               Crew      0         0         0         1
     Flight Conducted Under   -14 CFR 91                    NONE              Pass      0         0         0         1
     Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-11-494          Eng Make/Model - CONTINENTAL C-90        ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                        Stall Warning System - UNK/NR
     Max Gross Wt   -    1220                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power    -      90 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
       Method         - N/A                       AKRON,OH
       Completeness   - N/A                    Destination                          Airport Data
     Basic Weather    - VMC                       ALLIANCE,OH                          TRI-CITY
       Wind Dir/Speed- 290/006 KTS                                                     Runway Ident      - 17
       Visibility     -   15.0   SM            ATC/Airspace                              Runway Lth/Wid    -  2800/   60
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE              Runway Surface    - ASPHALT
       Lowest Ceiling       - NONE               Type of Clearance   - NONE              Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - GO AROUND
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     39          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                            Current       - NO      Total      -     198        Last 24 Hrs - UNK/NR
         SE LAND                            Months Since  - UNK/NR  Make/Model-      36        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR  Instrument-      36        Last 90 Days-     36


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT APPROACH WAS HIGH AND FAST. THE LANDING WAS MADE WITH 500-600 FT OF RUNWAY REMAINING. THE ACFT BRAKES WERE
NOT SUFFICIENT TO STOP ON THE RUNWAY. THE PILOT ADDED POWER AND VEERED LEFT OFF THE END OF THE RUNWAY TO AVOID A
HEAVILY TRAVELED ROAD. THE AIRCRAFT COLLIDED WITH TREES.
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Brief of Accident (Continued)

File No. - 779 5/07/85 ALLIANCE,OH A/C Reg. No. N4707H Time (Lcl) - 1800 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
9. OBJECT - TREE(S)
10. DISTANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 9

Brief of Accident

File No. - 683 6/08/85 CLEVELAND,OH A/C Reg. No. N9296F Time (Lcl) - 1130 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2100
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-DIA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Instrument Rating(s) - NONE

Age - 53
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2123
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 2055

----Narrative----

ON TAKEOFF, A TACKEL BOX SLID FORWARD AND JAMMED THE CYCLIC. THE PLT ATTEMPTED TO RETURN TO THE LANDING PAD, HOWEVER, ONE OF THE SKIDS MISSED THE PAD AND THE ACFT BEGAN TO ROLL UNTIL THE MAIN ROTOR CONTACTED THE ROOF OF A GARAGE.

File No. - 683 6/08/85 CLEVELAND,OH A/C Reg. No. N9296F Time (Lcl) - 1130 EDT

Occurrence #1 CARGO SHIFT
Phase of Operation TAKEOFF

Finding(s)
1. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - JAMMED
2. CONTROL INTERFERENCE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 666 2/06/85 ALTUS,OK A/C Reg. No. N5780M Time (Lcl) - 0943 CST

----Basic Information----

Type Operating Certificate-COMMUTER
Name of Carrier -ALTUS AIRLINE, INC
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 10

Eng Make/Model - CONTINENTAL TSIO-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 080/009 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 1100 FT
Lowest Ceiling - 1100 FT BROKEN
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ALTUS,OK
Destination
OKLAHOMA CITY,OK

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ALTUS AFB
Runway Ident - 17
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - 2
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 4227
Make/Model- 643
Instrument- 966
Multi-Eng - 3827
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 71

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING AN ENG START, PRIOR TO THE FLT, THE L ENG BACKFIRED 2 OR 3 TIMES. A WITNESS DESCRIBED THE 1ST BACKFIRED AS "THE LOUDEST I HAVE EVER HEARD." WHEN THE ACFT TOOK OFF, TWO PERSONS LIVING NEAR THE DEPARTURE END OF THE RWY NOTED THAT THE ACFT (BELIEVED TO BE THE SAME) SOUNDED DIFFERENT & HAD A "CLUTTERING SOUND. "WHILE CLIMBING, THE PLT DECLARED AN EMERGENCY & REPORTED A FIRE IN THE L ENG. HE WAS VECTORED TOWARD ALTUS AFB WHILE DSCNDG IN IFR CONDITIONS. HE DSCNDD INTO VFR CONDITIONS & SAW THE ARPT ABOUT 3 MI AWAY. A WITNESS SAW SMOKE & FIRE TRAILING FROM THE VICINITY OF THE L ENG. HE STATED THAT THE ACFT'S NOSE CAME UP, THE PLANE ROLLED TO THE LEFT, THEN IT ENTERED A STEEP, NOSE DOWN, INVERTED ATTITUDE JUST BEFORE IT CRASHED & BURNED. AN EXAM REVEALED THE ENG EXHAUST MAINIFOLD HEADER ASSY HAD FAILED & ALLOWED HOT EXHAUST GASES TO ESCAPE IN THE ENG NACELLE IN THE VICINITY OF FUEL & OIL LINES. CORROSION HAD PROGRESSED THRU THE HEADER ASSY. AD 75-23-08 REQD GEN INSPN, BUT CONTAINED NOTE "DO NOT REMOVE CLAMPS." NO RECORD OF REPLACEMENT IN 6100 HRS

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      File No. -  666       2/06/85    ALTUS,OK                       A/C Reg. No. N5780M              Time (Lcl) - 0943 CST
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Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     UNKNOWN

Finding(s)
  1. EXHAUST SYSTEM,MANIFOLD - CORRODED
  2.   MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
  3.     PROCEDURE INADEQUATE - MANUFACTURER
  4.           INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
  5. EXHAUST SYSTEM,MANIFOLD - FAILURE,TOTAL
  6. EXHAUST SYSTEM,MANIFOLD - LEAK
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FIRE
Phase of Operation     CLIMB - TO CRUISE

Finding(s)
  7. MISCELLANEOUS - FIRE
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #3          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
  8. UNDETERMINED
  9. WEATHER CONDITION - CLOUDS
 10. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
 11. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 12. AIRCRAFT HANDLING - NOT MAINTAINED -
-------------------------------------------------------------------------------------------------------------------------------

Occurrence #4          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
---------- --------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,9
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 800 3/03/85 STIGLER,OK A/C Reg. No. N8160K Time (Lcl) - 1550 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4773
No. of Seats - 7

Eng Make/Model - CONTINENTAL LTSIO-360KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LUBBOCK,TX
Destination
FT. SMITH,AR

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA32230

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 238
Make/Model- 64
Instrument- 8
Multi-Eng - 64
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 13

Instrument Rating(s) - NONE

----Narrative----

THE ACFT SUFFERED AN IN-FLT SEPARATION OF THE FIBERGLASS NOSE ASSEMBLY. PORTIONS OF THE SEPARATED NOSE STRUCK THE STABILATOR. A DAMAGED AREA ON THE RT STABILATOR ACTED AS A LARGE TRIM TAB & CAUSED A PITCH-UP OF SUFFICIENT MAGNITUDE TO CAUSE POSITIVE BENDING IN THE WINGS. THE LOADING ON THE STABILATOR CAUSED IT TO FAIL IN NEG BEDING. THE ACFT THEN ENTERED A DESCENDING COUNTER-CLOCKWISE SPIN WHICH CONTINUED UNTIL GROUND IMPACT OCCURRED. PARTS OF THE ACFT AND ITS CONTENTS SEPARATED & DESCENDED IN SCATTERED FRAGMENTS.

File No. - 800 3/03/85 STIGLER,OK A/C Reg. No. N8160K Time (Lcl) - 1550 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. FUSELAGE,CARGO COMPARTMENT - DISINTEGRATED
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
3. FLIGHT CONTROL,STABILATOR - FAILURE,TOTAL
4. GO-AROUND - EXCEEDED -

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
5. WING,SPAR - FAILURE,PARTIAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 742       3/05/85    FOSS,OK                   A/C Reg. No. N6310U          Time (Lcl) - 0917 CST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                   Injuries
                                                             DESTROYED                 Fatal   Serious   Minor   None
     Type of Operation         -FERRY                       Fire                 Crew    1        0        0      0
     Flight Conducted Under    -14 CFR 91                    IN FLIGHT           Pass    0        0        0      0
     Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-23-250           Eng Make/Model - LYCOMING IO-540-C4B5     ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt  -   5200                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      6                    Rated Power    -    250 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                      OKLAHOMA CITY,OK
       Completeness   - N/A                   Destination                              Airport Data
     Basic Weather    - VMC                      ELK CITY,OK                              UNKNOWN
       Wind Dir/Speed- VARIABLE                                                          Runway Ident    - N/A
       Visibility     -   20.0  SM             ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE               Runway Surface  - GRASS/TURF
       Lowest Ceiling     -                      Type of Clearance   - NONE               Runway Status   - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE                                 HIGH VEGETATION
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -     54            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                    Current       - YES      Total      -  21000        Last 24 Hrs - UNK/NR
        SE LAND,ME LAND,SE SEA            Months Since  -  1       Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR   Instrument-      0         Last 90 Days-    150

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
INFLT FIRE AT REAR OF LFT ENG CAUSED BY FITTING OF INLET FUEL LINE TO ENG DRIVEN FUEL PUMP BEING MORE THAN 1 & 1/2
TURNS FROM FINGER TIGHT PLT WAS A&P MECH AND DID MAINT ON A/C AND HAD HELPED INSTALL LFT ENG 19.8 HRS PRIOR TO ACCIDENT
. LFT WING SEPARATED WHEN LOWER SPAR CAP WAS NEAR MELTING POINT. THE DISQUALIFYING FOR FLYING DRUG METABOLITE OF
PHENDIMETRAZINE WAS FOUND DURING THE TOXICOLOGICAL EXAM THIS DRUG CAN ONLY LEGALLY BE OBTAINED BY PRESCRIPTION.

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Brief of Accident (Continued)

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      File No. - 742       3/05/85    FOSS,OK                        A/C Reg. No. N6310U           Time (Lcl) - 0917 CST
---------------------------------------------------------------------------------------------------------------------------

Occurrence #1         FIRE
Phase of Operation    CRUISE - NORMAL

Finding(s)
  1. FUEL SYSTEM,LINE FITTING - LOOSE
  2.   MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - PILOT IN COMMAND
  3.     PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
  4. FLUID,FUEL - LEAK
  5.   EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
---------------------------------------------------------------------------------------------------------------------------

Occurrence #2         AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)
  6. WING - SEPARATION
---------------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    DESCENT - UNCONTROLLED
---------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5
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Brief of Accident

File No. - 606 3/17/85 LAWTON,OK A/C Reg. No. N142ER Time (Lcl) - 1635 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

Injuries	Fatal	Serious	Minor	None
Crew	0	0	3	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - DOUGLAS A-26B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 32000
No. of Seats - 6
Eng Make/Model - P&W R-2800-79
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 2000 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ADA,OK
Destination
FREDERICK,OK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5395
Make/Model- 158
Instrument- UNK/NR
Multi-Eng - 320
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

AN INTERMITTANT FIRE IN THE LEFT ENGINE ACCESSORY SECTION LED TO LOSS OF FUEL TO THE ENGINE. THE RIGHT ENGINE INJESTED WATER AND QUIT. THE LANDING GEAR HAD BEEN LEFT PINNED IN THE DOWN POSITION BECAUSE OF A MALFUNCTION REPORTED ON THE PREVIOUS FLIGHT. NEITHER PROPELLER WAS FEATHERED, BUT THE RESULTING HIGH RATE OF DESCENT LED TO A FORCED LANDING BEFORE THE LEFT TANK BLEW UP AND THE WING BURNED OFF. THE AIRCRAFT WAS DESTROYED BY FIRE AFTER ALL THREE OCCUPANTS ESCAPED WITHOUT SERIOUS INJURY. THE AIRCRAFT WAS BEING FERRIED TO ANOTHER FACILITY FOR RESTORATION.

Brief of Accident (Continued)

File No. - 606 3/17/85 LAWTON,OK A/C Reg. No. N142ER Time (Lcl) - 1635 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)
1. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
4. ACCESSORY DRIVE ASSY - FIRE

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. FLUID,FUEL - WATER

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 FORCED LANDING
Phase of Operation LANDING

Finding(s)
6. ENGINE ASSEMBLY - FIRE
7. NACELLE/PYLON - FIRE
8. WING - FIRE
9. HORIZONTAL STABILIZER SURFACE - FIRE
10. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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      File No. -  625       3/23/85    FREDERICK,OK              A/C Reg. No. N9035Z            Time (Lcl) - 1530 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                 Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                     NONE                Pass      0         0         0         1
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - NORTH AMERICAN AT-6G          Eng Make/Model - P&W R1340-AN1          ELT Installed/Activated - YES/NO
    Landing Gear  - TAILWHEEL-RETRACTABLE MAINS   Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    5300                       Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       2                       Rated Power    -     450 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                            Airport Data
    Basic Weather    - VMC                          LOCAL                                  FREDERICK MUNI.
      Wind Dir/Speed- 130/005 KTS                                                          Runway Ident     - 17
      Visibility    -    15.0   SM              ATC/Airspace                               Runway Lth/Wid   -  6000/  150
      Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                     TOUCH AND GO
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current       - UNK/NR     Total      -     490        Last 24 Hrs -       3
        SE LAND                              Months Since  - UNK/NR     Make/Model-      25         Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument-       3         Last 90 Days-      28


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PASSENGER HEARD A LOUD MECHANICAL NOISE FROM THE TAIL OF THE AIRCRAFT DURING ROLLOUT FROM A TOUCH-AND-GO
LANDING. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, THE AIRCRAFT GROUND LOOPED, THE MAIN LANDING GEAR
COLLAPSED, AND THE WINGS WERE SUBSTANTIALLY DAMAGED. CHEVRON-SHAPED SKID MARKS WERE LEFT BY THE TAIL WHEEL. THE
PILOT ATTRIBUTED THE LOSS OF CONTROL TO AN IMPROPERLY SEATED TAILWHEEL LOCKING PIN.

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Brief of Accident (Continued)

File No. - 625 3/23/85 FREDERICK,OK A/C Reg. No N9035Z Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,TAILWHEEL ASSEMBLY - NOT ENGAGED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  640       4/07/85    MULINO,OR                  A/C Reg. No. N80241            Time (Lcl) - 1720 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -DEMO FLIGHT                   Fire                  Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0        3
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172M               Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                    Destination                              Airport Data
    Basic Weather    - VMC                      LOCAL                                    MULINO
      Wind Dir/Speed- CALM                                                               Runway Ident    - 12
      Visibility     -    15.0   SM          ATC/Airspace                                Runway Lth/Wid  -  2100/  300
      Lowest Sky/Clouds  -      2500 FT        Type of Flight Plan - NONE                Runway Surface  - GRASS/TURF
      Lowest Ceiling        -   2500 FT BROKEN Type of Clearance   - NONE                Runway Status   - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     50              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                   Current         - YES        Total       -   6620        Last 24 Hrs -        2
        SE LAND,ME LAND                  Months Since  -  6           Make/Model-    500        Last 30 Days- UNK/NR
                                         Aircraft Type - UNK/NR       Instrument-    327        Last 90 Days-      36
                                                                      Multi-Eng -     99

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT PUSHED THE THROTTLE FORWARD TO ADD POWER DURING FINAL APPROACH AND THE ENGINE CEASED OPERATING. A FORCED
LANDING WAS MADE ONTO A CABBAGE PATCH AND THE NOSE GEAR SHEARED OFF. THE ACFT THEN NOSED OVER. INVESTIGATION REVEALED
THE THROTTLE CABLE HOUSING SEPARATED IN THE AREA WHERE IT IS CLAMPED TO THE REAR OF THE ENGINE MOUNT.

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Brief of Accident (Continued)

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      File No. - 640      4/07/85    MULINO,OR                    A/C Reg. No. N80241              Time (Lcl) - 1720 PST
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Occurrence #1          LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation     APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
  1. THROTTLE/POWER LEVER,CABLE - FAILURE,PARTIAL
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
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Occurrence #3          NOSE GEAR COLLAPSED
Phase of Operation     LANDING - ROLL
  2. TERRAIN CONDITION - CROP
------------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE OVER
Phase of Operation     LANDING - ROLL
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 695        5/26/85     WAMIC,OR                     A/C Reg. No. N5914G            Time (Lcl) - 2025 PDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                  Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        1        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150             Eng Make/Model  - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED         Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                Rated Power     -     100 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                        PINE HALLOW,OR
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- CALM                                                                 Runway Ident      - N/A
      Visibility     -     30.0   SM          ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan  - NONE               Runway Surface    - N/A
      Lowest Ceiling          - NONE             Type of Clearance    - NONE               Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - NIGHT(BRIGHT)
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     43          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                               Current       - YES       Total       -    121        Last 24 Hrs -        1
          SE LAND                               Months Since  -  0        Make/Model-      106        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-        1        Last 90 Days-        8

          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
A FORCED LANDING WAS MADE FOLLOWING A LOSS OF PWR. THE ACFT CONTACTED TWO FENCES, A DITCH THEN NOSED OVER DURING THE
FORCED LANDING. POST ACCIDENT INSPECTION REVEALED NO FUEL IN THE CARBURETOR FLOAT CHAMBER OR IN THE ACCELERATOR PUMP
CHAMBERS.

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Brief of Accident (Continued)

File No. - 695   5/26/85   WAMIC,OR   A/C Reg. No. N5914G   Time (Lcl) - 2025 PDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
4. OBJECT - FENCE

Occurrence #4   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #5   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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                                   National Transportation Safety Board
                                       Washington, D.C. 20594



                                           Brief of Accident

    File No. - 697       5/30/85    ATHENA,OR                A/C Reg. No. N37HS            Time (Lcl) - 1730 PDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT         Aircraft Damage                       Injuries
                                                              DESTROYED                  Fatal    Serious    Minor    None
     Type of Operation         -BUSINESS                      Fire               Crew      0         0         0        1
     Flight Conducted Under    -14 CFR 91                     NONE               Pass      0         0         0        0
     Accident Occurred During  -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HILLER UH-12E            Eng Make/Model - LYCOMING VO-435-C2A      ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                     Number Engines -  1                         Stall Warning System - UNK/NR
     Max Gross Wt   -    3100                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                  Rated Power    -     260 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRSTRIP
       Method         - N/A                         ATHENA,OR
       Completeness   - N/A                       Destination                          Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- CALM                                                                 Runway Ident    - N/A
       Visibility     -    50.0   SM           ATC/Airspace                                 Runway Lth/Wid  -  2800
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface  - GRAVEL
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status   - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      50             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                             Current        - YES       Total      -  10865        Last 24 Hrs -        1
         SE LAND,ME LAND                        Months Since   - 17        Make/Model-      65        Last 30 Days- UNK/NR
         HELICOPTER                             Aircraft Type  - UNK/NR    Instrument-     500        Last 90 Days-      106
                                                                           Multi-Eng -     800        Rotorcraft   -      65

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT SETTLED BACK TO THE GROUND SHORTLY AFTER TAKEOFF BEFORE ACHIEVING TRANSLATIOANAL LIFT. THE PLT WAS
ATTEMPTING TO TEST A NEW SPRAY UNIT THAT HAD BEEN INSTALLED. HE HAD PUT 80 GALLONS OF WATER IN THE SPRAY TANKS.

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Brief of Accident (Continued)

File No. - 697 5/30/85 ATHENA,OR A/C Reg. No. N37HS Time (Lcl) - 1730 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 735        6/24/85    ALBANY,OR                  A/C Reg. No. N222MR            Time (Lcl) - 1950 PDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                    Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                     Crew     0         0          1         0
     Flight Conducted Under     -14 CFR 91                     ON GROUND               Pass     0         0          0         0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 310L                Eng Make/Model - CONTINENETAL IO-470-V     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    5200                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power    -     200 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                     Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                         ON AIRPORT
       Method         - UNK/NR                      EUGENE,OR
       Completeness   - UNK/NR                  Destination                                 Airport Data
     Basic Weather    - VMC                         ALBANY,OR                                  ALBANY MUNICIPAL
       Wind Dir/Speed- 320/005 KTS                                                             Runway Ident      - 34
       Visibility     -    10.0   SM           ATC/Airspace                                    Runway Lth/Wid   -  3000/   75
       Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling          - NONE             Type of Clearance    - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg       - FULL STOP
       Precipitation           - NONE
       Condition of Light      - DUSK
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     35             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                     Flight Time (Hours)
        COMMERCIAL                           Current         - YES       Total      -    681        Last 24 Hrs  -       2
        SE LAND                              Months Since  - 13          Make/Model-    207        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-     38        Last 90 Days-      12
                                                                         Multi-Eng -    290        Rotorcraft   -       5

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON SHORT FINAL TO RWY 34, THE PLT GOT LOW ON THE VASI AND STRUCK A POWER LINE WITH THE LANDING GEAR. THE
PLT HEARD THE STALL WARNING AND ADDED POWER. THE ACFT THEN STRUCK THE GROUND IN A LEVEL ALTITUDE. A SMALL FIRE
ERUPTED IN THE LEFT TIP TANK.

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File No. - 735 6/24/85 ALBANY,OR A/C Reg. No. N222MR Time (Lcl) - 1950 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - DUSK
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. -  670       1/31/85    SADSBURYVILLE,PA           A/C Reg. No. N1994G            Time (Lcl) - 1310 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                DESTROYED                     Fatal    Serious    Minor     None
    Type of Operation          -EXECUTIVE/CORPORATE            Fire                   Crew      2         0         0         0
    Flight Conducted Under     -14 CFR 91                       ON GROUND             Pass      2         0         0         0
    Accident Occurred During   -APPROACH
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 414                   Eng Make/Model - CONTINENTAL TSIO-520-J    ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt    -    6350                      Engine Type     - RECIP-FUEL INJECTED
    No. of Seats    - UNK/NR                       Rated Power     -     310 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                      Airport Proximity
    Wx Briefing       - FSS                        Last Departure Point                           OFF AIRPORT/STRIP
      Method          - TELEPHONE                    LATROBE,PA
      Completeness    - UNK/NR                    Destination                                   Airport Data
    Basic Weather     - IMC                          COATESVILLE,PA                                 CHESTER COUNTY
      Wind Dir/Speed- 100/007 KTS                                                                   Runway Ident      - 29
      Visibility      -      4.000 SM            ATC/Airspace                                       Runway Lth/Wid   -  4600/  100
      Lowest Sky/Clouds  -         400 FT          Type of Flight Plan - IFR                        Runway Surface   - ASPHALT
      Lowest Ceiling         -     400 FT OVERCAST Type of Clearance   - IFR                        Runway Status    - N/A
      Obstructions to Vision- FOG                  Type Apch/Lndg      - ILS-COMPLETE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      44              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
        ATP,CFI                                 Current       - YES        Total      -    2200          Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                         Months Since  -  2         Make/Model-      49           Last 30 Days- UNK/NR
                                                Aircraft Type   C-404      Instrument-     200           Last 90 Days- UNK/NR


        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO
THE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE
PRIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS
FOG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF
THE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE
WAS NO EVIDENCE OF FLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL
ATTITUDE.

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Brief of Accident (Continued)

File No. - 670   1/31/85   SADSBURYVILLE,PA   A/C Reg. No. N1994G   Time (Lcl) - 1310 EST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 646       2/27/85    READING,PA                A/C Reg. No. N66RA            Time (Lcl) - 1105 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                       Fire                  Crew     0        0         0       1
    Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0        0         0       0
    Accident Occurred During  -TAXI
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22-108          Eng Make/Model - LYCOMING O-235-C1B       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1650                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                   Rated Power    -     108 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                         ON AIRPORT
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                                Airport Data
    Basic Weather    - VMC                         LANCASTER,PA                                READING
      Wind Dir/Speed- 310/020 KTS                                                              Runway Ident     - UNK/NR
      Visibility     -    15.0   SM            ATC/Airspace                                    Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE                    Runway Surface   - UNK/NR
      Lowest Ceiling          -  3700 FT BROKEN  Type of Clearance   - NONE                    Runway Status    - UNK/NR
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      27             Medical Certificate   VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                                Current        - YES      Total       -   1951        Last 24 Hrs  -      1
       SE LAND,ME LAND                           Months Since   -  1       Make/Model-      123        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      299        Last 90 Days-    113
                                                                           Multi-Eng -     1214

       Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ACFT OVERTURNED WHILE AWAITING TAKEOFF FROM READING,PA. WIND WAS REPORTED FROM 310 DEGS AT 16 KTS, GUSTING TO 22 KTS. AFTER ENGINE UP THE TOWER ADVISED N66RA TP HOLD FOR LANDING TRAFFIC WHICH WAS A LEAR JET. WIND AT THIS TIME WAS GIVEN AS 310 KTS AT 27 KTS. AFTER THE LEAR JET LANDED, THE PIPER WAS CLEARED INTO POSITION AND TOLD TO HOLD. WHILE CROSSING THE HOLDING LINE A GUST OF WIND CAUGHT THE RIGHT WING AND TAIL AND PUSHED THE ACFT UP ONTO ITS NOSE AND RIGHT WING. THE PLT WAS UNABLE TO RECOVER, TURNED OFF THE ACFT AND EVACUATED. A FEW MINUTES LATER ANOTHER GUST OF WIND PUSHED THE ACFT INVERTED.

Brief of Accident (Continued)

File No. - 646   2/27/85   READING,PA   A/C Reg. No. N66RA   Time (Lcl) - 1105 EST

Occurrence #1   ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
1. WEATHER CONDITION - GUSTS
2. PLANNING-DECISION - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   NOSE OVER
Phase of Operation   STANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

```
     File No. -  651       3/10/85    PERKASIE,PA                A/C Reg. No. N170AS             Time (Lcl) - 1445 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                        Fire                  Crew       0         0         0         1
    Flight Conducted Under    -14 CFR 91                        NONE                 Pass       0         0         0         0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 170A                   Eng Make/Model - CONTINENTAL O-300-A1     ELT Installed/Activated - YES/NO
    Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt    -    2050                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       4                       Rated Power     -       145 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                    Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                         ON AIRPORT
      Method         - N/A                           PENNRIDGE,PA
      Completeness   - N/A                        Destination                               Airport Data
    Basic Weather    - VMC                           LOCAL                                      PENNRIDGE
      Wind Dir/Speed- 320/015 KTS                                                               Runway Ident     - 26
      Visibility     -    10.0   SM              ATC/Airspace                                   Runway Lth/Wid   -  4000/   60
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                 Type of Clearance    - VFR                  Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     40             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                  Current          - YES      Total       -    205          Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since   -  2         Make/Model-     122          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-       0          Last 90 Days-        6


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT STATED THAT THE AIRCRAFT GROUND LOOPED TO THE RIGHT AFTER TOUCHDOWN. THE LEFT GEAR COLLAPSED AND THE AIRCRAFT
SPUN TO THE LEFT.

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File No. - 651 3/10/85 PERKASIE,PA A/C Reg. No. N170AS Time (Lcl) - 1445 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 644       3/10/85    WAYNESBURG,PA              A/C Reg. No. N1339J              Time (Lcl) - 1400 EST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                   Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0        0        0        1
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - ROCKWELL INTERNATIONAL 112A    Eng Make/Model - LYCOMING IO-360          ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -    2650                        Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       4                        Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations information----
  Weather Data                                    Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                            SAME AS ACC/INC
      Completeness   - N/A                         Destination                             Airport Data
    Basic weather    - VMC                            SAME AS ACC/INC
      Wind Dir/Speed- 270/010 KTS                                                             Runway Ident     - N/A
      Visibility    -     15.0   SM                ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      CLEAR                Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         - NONE                  Type of Clearance   - VFR                Runway Status    - N/A
      Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     47          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
       ATP                                    Current        - UNK/NR    Total       -  16000        Last 24 Hrs -       2
       ME LAND                                Months Since   - UNK/NR    Make/Model -     20         Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR ,  Instrument-    8000         Last 90 Days-       6
                                                                         Multi-Eng  -    500

       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
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THE ACFT WAS LANDED GEAR-UP IN A FLD FOLLOWING A LOSS OF PWR DURING AN INITIAL TAKEOFF CLIMB. PURPOSE OF THE FLT WAS TO CHECK THE ENG AS IT HAD BEEN DISASSEMBLED BECAUSE OF METAL CONTAMINATION FROM THE CENTER MAIN BEARING. POST ACCIDENT INSPECTION OF THE ENG DISCLOSED THE #1, #2 AND #4 CYLINDER SPARK PLUG ELECTRODES WERE PEENED WITH BROKEN OUT SECTIONS AND CERAMIC POSTS. THE RESPECTIVE CYLINDER BARRELS AND PISTON HEADS WERE FOUND BADLY MARKED. THE #3 PISTON HEAD WAS SLIGHTLY MARKED AND PEENING WAS BISIBLE ON THE VALVE HEADS. INTAKE AND EXHAUST PIPES SHOWED SCRAPE MARKS WHEN REMOVED. A 1/8 INCH PIECE OF ALUMINUM PIPE WAS FOUND INSIDE THE #4 INTAKE PIPE

Brief of Accident (Continued)

File No. - 644 3/10/85 WAYNESBURG,PA A/C Reg. No. N1339J Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY - FOREIGN OBJECT
2. MAINTENANCE,MAJOR REPAIR - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - WET
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident

   File No. - 648      3/24/85    ZELIENOPLE,PA          A/C Reg. No. N8429T          Time (Lcl) - 0530 EST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                   Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire              Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                     NONE              Pass     0        0        0        1
    Accident Occurred During  -DESCENT
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-32R-301            Eng Make/Model - LYCOMING IO-540-K1G5     ELT Installed/Activated - YES-UNK/NR
    Landing Gear  - TRICYCLE-RETRACTABLE        Number Engines -  1                         Stall Warning System  - YES
    Max Gross Wt  -    3600                     Engine Type     - RECIP-FUEL INJECTED
    No. of Seats  -       4                     Rated Power     -    300 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE                  ZELIENOPLE,PA
      Completeness   - WEATHER NOT PERTINENT     Destination                             Airport Data
    Basic Weather    - VMC                        COLUMBUS,OH
      Wind Dir/Speed- 250/015 KTS                                                        Runway Ident     - N/A
      Visibility     -    15.0   SM            ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      3800 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation          - RAIN
      Condition of Light     - DAWN
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -      28           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                         Current         - UNK/NR     Total       -     442        Last 24 Hrs -        3
       SE LAND                            Months Since    - UNK/NR     Make/Model-        4        Last 30 Days- UNK/NR
                                          Aircraft Type   - UNK/NR     Instrument-       83        Last 90 Days-       26
                                                                        Multi-Eng -        4

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH TREES SHORTLY AFTER TAKEOFF. PRIOR TO TAKEOFF THE PLT WAS MADE AWARE THAT THE LOCK CYLINDER
FOR THE CABIN DOOR WAS BROKEN. UPON REACHING AN ALT OF 1800 FT, THE CABIN DOOR POPPED OPEN. THE PLT ATTEMPTED TO SECURE
THE DOOR AFTER ACTIVATING THE AUTOPILOT. THE PLT STATED AN ELECTRICAL FAILURE WAS THEN EXPERIENCED. A 180 DEG TURN
WAS MADE IN AN ATTEMPT TO RETURN TO THE ARPT. AFTER VIEWING LIGHTS, WHICH THE PLT BELIEVED TO BE RWY LIGHTS, HE
ATTEMPTED TO SET-UP FOR A LANDING WHILE TRYING TO HOLD THE DOOR SHUT. THE ACFT THEN STALLED AND CONTACTED TREES.
HEAVY RAIN WAS REPORTEDLY PRESENT AT THE TIME OF THE ACCIDENT.
```

File No. - 648 3/24/85 ZELIENOPLE,PA A/C Reg. No. N8429T Time (Lcl) - 0530 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operatio CLIMB - TO CRUISE

Finding(s)
1. DOOR,PASSENGER - OPEN
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. ELECTRICAL SYSTEM - FAILURE,TOTAL
4. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

```
     File No. - 739       4/07/85    LOCK HAVEN,PA               A/C Reg. No. N5764D            Time (Lcl) - 1709 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                               DESTROYED                   Fatal   Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                 Crew      1        0         0         0
     Flight Conducted Under     -14 CFR 91                     ON GROUND           Pass      4        0         0         0
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MOONEY M0-20J                 Eng Make/Model - LYCOMING IO-360-A3B6D    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2740                       Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                       Rated Power    -      200 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                    OFF AIRPORT/STRIP
       Method         - TELEPHONE                     JAMESTOWN,NY
       Completeness   - FULL                       Destination                          Airport Data
     Basic Weather    - IMC                           NEWPORT NEWS,VA                       LOCK HAVEN
       Wind Dir/Speed- 030/004 KTS                                                          Runway Ident      - 27
       Visibility     -     5.0   SM             ATC/Airspace                               Runway Lth/Wid    -  3350/  100
       Lowest Sky/Clouds -       200 FT PART OBS   Type of Flight Plan - IFR                Runway Surface    - ASPHALT
       Lowest Ceiling          - OBSCURED          Type of Clearance   - IFR                Runway Status     - WET
       Obstructions to Vision- FOG                 Type Apch/Lndg      - FORCED LANDING
       Precipitation           - SNOW
       Condition of Light      - DUSK
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      32             Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)               Biennial Flight Review               Flight Time (Hours)
         PRIVATE                                Current        - UNK/NR   Total       -    840        Last 24 Hrs -       10
         SE LAND                                Months Since   - UNK/NR   Make/Model-      650        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR   Instrument-        0        Last 90 Days- UNK/NR


         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
PREFLT WX BRIEFINGS WERE ISSUED TO THE PLT THAT FORECASTED MODERATE ICING & TURBULENCE FROM 3000 TO 14000 FT
ACROSS THE PLANNED ROUTE. AN IFR FLT PLAN WAS FILED AND DURING THE FLT THE PLT REPORTED ENGINE PROBLEMS AT 1100
FT MSL. DURING VECTORS TO CLOSEST ARPT PLT REPORTED ENG OPERATING & REQUESTED ARPT WITH BETTER WX. DURING VECTORS
TO ARPT PLT REPORTED RIME ICE FORMING ON ACFT & ENG FAILURE AT 9000 FT MSL. THE ACFT WAS VECTORED TO THE CLOSET
ARPT. RADAR CONTACT & COMMUNICATIONS WERE LOST & THE ACFT COLLIDED WITH TERRAIN SOUTHEAST OF THE ARPT.

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File No. - 739 4/07/85 LOCK HAVEN,PA A/C Reg. No. N5764D Time (Lcl) - 1709 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MISCELLANEOUS - UNDETERMINED

Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. MISCELLANEOUS - UNDETERMINED
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. MISCELLANEOUS - UNDETERMINED
6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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                     National Transportation Safety Board
                          Washington, D.C. 20594



                            Brief of Accident

  File No. - 650      7/11/85    BLOCK ISLAND,RI          A/C Reg. No. N71359          Time (Lcl) - 1350 EDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE              Pass     0        0        0        1
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182M           Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2800                Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -     4                 Rated Power    -    230 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                  ON AIRPORT
       Method         - N/A                      ISLIP,NY
       Completeness   - N/A                   Destination                          Airport Data
     Basic Weather    - VMC                      SAME AS ACC/INC                      BLOCK ISLAND
       Wind Dir/Speed- 250/009 KTS                                                    Runway Ident      28
       Visibility     - UNK/NR                 ATC/Airspace                           Runway Lth/Wid  -  2500/  100
       Lowest Sky/Clouds  -    CLEAR             Type of Flight Plan - NONE           Runway Surface  - ASPHALT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE           Runway Status   - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                  Age -     54          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)        Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                     Current        - YES     Total        -  5100       Last 24 Hrs -       1
         SE LAND,ME LAND                Months Since   - UNK/NR  Make/Model-    1700       Last 30 Days- UNK/NR
         GLIDER                         Aircraft Type  - UNK/NR  Instrument-     500       Last 90 Days-     201
                                                                 Multi-Eng -   2800

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS CHECKED OUT IN THE C-182 ON JULY 9, 1985 AND HAD FLOWN THIS ACFT FOR 1 HR IN THE PREVIOUS YEAR. DURING
A NORMAL POWER OFF LANDING WITH TEN DEGREES OF FLAPS EXTENDED, THE PLT ADDED POWER AND NOTICED NO CHANGE IN PERFORMANCE.
THE ACFT TOUCHED DOWN AND BOUNCED. THE PLT ADDED FULL POWER FOR A GO-AROUND AND THE ACFT SETTLED BACK ONTO THE RWY
APRX 2000 FT FROM THE BEGINNING OF THE RWY. THE ACFT ROLLED ABOUT 300 FT AND WENT OFF THE RWY INTO THE BRUSH. THE
PLT STATED THAT THERE IS A DROP AND A ROAD AT THE END OF THE RWY.

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Brief of Accident (Continued)

File No. - 650 7/11/85 BLOCK ISLAND,RI A/C Reg. No. N71359 Time (Lcl) - 1350 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH VEGETATION
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. PLANNED APPROACH POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 620       5/19/85    CHESTER,SC                  A/C Reg. No. N5724S           Time (Lcl) - 1330 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                            Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
     Type of Operation          -INSTRUCTIONAL                 Fire                    Crew     0         0         0         2
     Flight Conducted Under     -14 CFR 91                      NONE                   Pass     0         0         0         0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SWIETZER SGS-233             Eng Make/Model - N/A                ELT Installed/Activated - NO -N/A
     Landing Gear   - HULL                         Number Engines - N/A                   Stall Warning System - YES
     Max Gross Wt   -    1040                      Engine Type    - N/A
     No. of Seats   -       2                      Rated Power    - N/A
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                       Destination                           Airport Data
     Basic Weather    - VMC                         LOCAL                                  CHESTER MUNICIPAL
       Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
       Visibility     -   20.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     60            Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                              Current      - YES       Total      -    341       Last 24 Hrs -      3
                                                 Months Since  - 1        Make/Model-     117       Last 30 Days- UNK/NR
         GLIDER                                  Aircraft Type - UNK/NR   Instrument-       0       Last 90 Days-     32


         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PILOT CUT LOOSE FROM THE TOW PLANE AT 200 FT AGL DURING TAKEOFF TO SIMULATE A ROPE BREAK. THE
ACFT COLLIDED WITH TREES WHILE CIRCLING TO LAND. CFI STATED THAT STUDENT PLT WAS TOO SLOW IN RETURNING TO LAND
ON THE RWY.

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File No. - 620 5/19/85 CHESTER,SC A/C Reg. No. N5724S Time (Lcl) - 1330 EDT

Occurrence #1 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. OBJECT - TREE(S)
4. REMEDIAL ACTION - DELAYED - DUAL STUDENT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  774       6/15/85    ABBEVILLE,SC             A/C Reg. No. N47071             Time (Lcl) - 0950 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                           Injuries
                                                                SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation        -PERSONAL                        Fire                 Crew     0         0          0         1
     Flight Conducted Under   -14 CFR 91                        NONE                Pass     0         0          0         0
     Accident Occurred During -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                  Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -      110 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
       Method         - N/A                          ABBEVILLE,SC
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          LOCAL                                  DAVIS FIELD
       Wind Dir/Speed- 280/003 KTS                                                          Runway Ident     - 08
       Visibility    -     6.0   SM              ATC/Airspace                               Runway Lth/Wid   -  2240/   40
       Lowest Sky/Clouds  -      6500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- HAZE                 Type Apch/Lndg      - TOUCH AND GO
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      37            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         STUDENT                                 Current        - N/A        Total      -      18         Last 24 Hrs - UNK/NR
                                                 Months Since  - N/A        Make/Model-      18         Last 30 Days- UNK/NR
                                                 Aircraft Type - N/A        Instrument-       0         Last 90 Days-       8


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE PRACTICING TOUCH & GO LANDINGS THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT & RAN OFF THE SIDE
OF THE RWY. THE ACFT FLIPPED TO AN INVERTED ATTITUDE WHEN THE NOSE WHEEL DUG INTO THE SOFT SOIL. THE STUDENT
WAS ON HIS SECOND SOLO FLIGHT.

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Brief of Accident (Continued)

File No. - 774 6/15/85 ABBEVILLE,SC A/C Reg. No. N47071 Time (Lcl) - 0950 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

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                              National Transportation Safety Board
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                                       Brief of Accident

     File No. - 621      5/08/85    FRANKLIN,TN              A/C Reg. No. N4049Y           Time (Lcl) - 1830 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                MINOR                     Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                       Fire               Crew      0        0          0         1
     Flight Conducted Under    -14 CFR 91                       NONE              Pass      0        1          0         1
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BARNES FF-7                Eng Make/Model - N/A              ELT Installed/Activated - NO -N/A
     Landing Gear   - N/A                        Number Engines - N/A                Stall Warning System - UNK/NR
     Max Gross Wt        900                     Engine Type    - N/A
     No. of Seats   - UNK/NR                     Rated Power    - N/A
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing       - FSS                     Last Departure Point                   OFF AIRPORT/STRIP
       Method          - TELEPHONE                 SAME AS ACC/INC
       Completeness    - WEATHER NOT PERTINENT  Destination                           Airport Data
     Basic Weather     - VMC                       SAME AS ACC/INC
       Wind Dir/Speed- 040/002 KTS                                                      Runway Ident     - N/A
       Visibility     -   25.0   SM            ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Cloud -      CLEAR             Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FULL STOP
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     48             Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                            Current        - YES       Total       -    795        Last 24 Hrs - UNK/NR
                                              Months Since   - 12        Make/Model-    795        Last 30 Days-       6
        FREE BALLOON                          Aircraft Type  - FF-7      Instrument-      0        Last 90 Days-      11


        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT NOTICED A POWER LINE EXTENDING ACROSS THE FIELD HE HAD SELECTED FOR LANDING AT WHICH TIME AIR WAS RELEASED
FROM THE ENVELOPE FOR AN EMERGENCY DESCENT. AS THE BASKET TOUCHED DOWN, THE ENVELOPE DRIFTED INTO THE LINE. A PASSENGER
WAS SERIOUSLY INJURIED BY AN ELECTRICAL SHOCK FROM THE POWER LINE.

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Brief of Accident (Continued)

File No. - 621 5/08/85 FRANKLIN,TN A/C Reg. No. N4049Y Time (Lcl) - 1830 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident

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      File No. - 691       5/09/85    DOVER,TN                   A/C Reg. No. N3937D           Time (Lcl) - 1830 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                               SUBSTANTIAL                Fatal   Serious    Minor     None
     Type of Operation         -PERSONAL                      Fire               Crew       0        0         0         2
     Flight Conducted Under    -14 CFR 91                      NONE              Pass       0        0         0         0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182A               Eng Make/Model - CONTINENTAL O-470-L        ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    2650                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -      230 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Ocerations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRSTRIP
       Method        - N/A                          SAME AS ACC/INC
       Completeness  - N/A                        Destination                             Airport Data
     Basic Weather   - VMC                          LOCAL
       Wind Dir/Speed- 110/003 KTS                                                           Runway Ident     - 09
       Visibility    -     7.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  1300/   50
       Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling        - 10000 FT BROKEN      Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                       TOUCH AND GO
       Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     40            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        STUDENT                                 Current        - N/A        Total       -      50        Last 24 Hrs - UNK/NR
                                                Months Since   - N/A        Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A        Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT AND HIS PAX, A PRIVATE PLT, FLEW TO ANOTHER ARPT AND MADE SEVERAL TAKEOFFS AND LANDINGS. THEN
RETURNED TO THE PRIVATE AIRSTRIP WHERE THEIR FLIGHT HAD ORIGINATED. THE STUDENT PLT WAS AT THE CONTROLS ON THIS
APCH. AFTER TOUCHDOWN THE ACFT BECAME AIRBORNE AFTER PASSING OVER SOME BUMPS IN THE RUNWAY AND HE ADDED POWER. THE
ACFT WAS LANDED AGAIN AND THE BRAKES WERE USED IN AN ATTEMPT TO STOP THE ACFT. THE BRAKES PULLED TO THE RIGHT AND THE
ACFT SWERVED INTO A TREE STUMP THEN NOSED INTO A BANK ALONG SIDE THE RUNWAY.

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Brief of Accident (Continued)

File No. - 691 5/09/85 DOVER,TN A/C Reg. No. N3937D Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - TREE(S)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

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                          National Transportation Safety Board
                                Washington, D.C. 20594



                                   Brief of Accident

   File No. - 690       7/19/85    MEMPHIS,TN              A/C Reg. No. N89634            Time (Lcl) - 2252 CDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               DESTROYED                    Fatal   Serious   Minor     None
     Type of Operation         -INSTRUCTIONAL                  Fire               Crew        0        1        1         0
     Flight Conducted Under    -14 CFR 91                       NONE               Pass        0        0        0         0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    1600                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                    Rated Power     -      110 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                       MEMPHIS,TN
       Completeness   - N/A                    Destination                              Airport Data
     Basic Weather    - VMC                       WEST MEMPHIS,AR                           GEN DEWITT SPAIN
       Wind Dir/Speed- 110/004 KTS                                                          Runway Ident     - 34
       Visibility     -     7.0   SM           ATC/Airspace                                 Runway Lth/Wid   -  3800/    75
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE             Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      20           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                          Current         - YES       Total     -     554        Last 24 Hrs -       3
        SE LAND,ME LAND                         Months Since   -  1         Make/Model-     228        Last 30 Days- UNK/NR
                                                Aircraft Type - C-152       Instrument-      56        Last 90 Days-     140
                                                                            Multi-Eng -      45

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. PURPOSE OF THE FLT WAS TO PRACTICE NIGHT TAKEOFFS
AND LANDINGS. ON THE FIFTH TAKEOFF, AT APRX 200 FT AGL, A TOTAL LOSS OF PWR WAS EXPERIENCED. THE ACFT CONTACTED AN
EMBANKMENT DURING THE FORCED LANDING, THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE STUDENT PLT ON BOARD REPORTED
HE HAD A PROBLEM WITH PWR DURING TAKEOFF IN N89634 ON THE PREVIOUS DAY. AN A&P MECHANIC INSPECTED THE ACFT AND TEST
FLEW IT AFTER THE INCIDENT BUT WAS UNABLE TO DETERMINE CAUSE OF THE PWR LOSS. POST ACCIDENT INSPECTION OF THE ACFT
AND ENGINE FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.
```

File No. - 690 7/19/85 MEMPHIS,TN A/C Reg. No. N89634 Time (Lcl) - 2252 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
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Brief of Accident

File No. - 772 8/14/85 DYERSBURG,TN A/C Reg. No. N8295G Time (Lcl) - 1000 CST

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3250
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed-
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
AG STRIP
Runway Ident - 27
Runway Lth/Wid - 1700/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 900
Make/Model- 580
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE THIRD TAKEOFF THE PILOT FAILED TO OBTAIN AND MAINTAIN FLYING SPEED AND CRASHED IN A FIELD OFF THE DEPARTURE END OF THE AG STRIP.

Brief of Accident (Continued)

File No. - 772   8/14/85   DYERSBURG,TN   A/C Reg. No. N8295G   Time (Lcl) - 1000 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. STALL - UNCONTROLLED - PILOT IN COMMAND
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 668 1/29/85 VICTORIA,TX A/C Reg. No. N8204A Time (Lcl) - 2350 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -ILLEGAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

----Aircraft Information----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 2

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 130/004 KTS
Visibility - .250 SM
Lowest Sky/Clouds -
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT HAD RENTED THE ACFT ON JANUARY 28, 1985, WITH ROUTE OF FLT UNKNOWN. NO REPORTED CONTACT WAS MADE WITH THE ACFT. THE ACFT IMPACTED THE SURFACE DURING HOURS OF DARKNESS IN INSTRUMENT METEOROLOGICAL CONDITIONS AND WAS DEMOLISHED. THE PLT WAS FATALLY INJURIED. THE PASSENGER RECEIVED SERIOUS INJURIES. POLICE REMOVED A LARGE QUANTITY OF MARIJUANA FROM THE WRECKAGE.

Brief of Accident (Continued)

File No. - 668   1/29/85   VICTORIA,TX   A/C Reg. No. N8204A   Time (Lcl) - 2350 CST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   MANEUVERING

Finding(s)
1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 628 3/02/85 SAN ANTONIO,TX A/C Reg. No. N9664F Time (Lcl) - 1800 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAN ANTONIO,TX
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data
STINSON FLD.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - HELICOPTER

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2800
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 100
Rotorcraft - UNK/NR

----Narrative----

THE ACCIDENT OCCURRED DURING A ZERO GROUND SPEED PRACTICE AUTOROTATION. A HIGH SINK DEVELOPED AFTER AN ATTEMPT TO CORRECT FOR DECREASING ROTOR RPM. THE HELICOPTER CONTACTED THE GROUND TAIL FIRST AND ROLLED OVER AFTER THE MAIN ROTOR SEVERED THE TAIL BOOM. AN EXPERIENCED HELICOPTER PLT WHO WITNESSES THE ACCIDENT STATED THAT THE AUTOROTATIONS WERE TERMINATED ABRUPTLY WITH AN EXTREMELY NOSE HIGH ATTITUDE.

File No. - 628 3/02/85 SAN ANTONIO,TX A/C Reg. No. N9664F Time (Lcl) - 1800 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND(CFI)
2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND(CFI)
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 627 3/09/85 TEMPLE,TX A/C Reg. No. N733AN Time (Lcl) - 2300 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary
Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
TEMPLE MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT, WHO WAS CARRYING A PASSENGER DURING A NIGHT FLIGHT, MADE A HARD LANDING ON THE MUNICIPAL AIRPORT AT TEMPLE, TX. THIS RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT BUT NO INJURY TO ITS TWO OCCUPANTS. THE STUDENT PILOT'S FLYING EXPERIENCE IS UNKNOWN. THIS WAS NOT A AUTHORIZED FLIGHT.

Brief of Accident (Continued)

File No. - 627   3/09/85   TEMPLE,TX   A/C Reg. No. N733AN   Time (Lcl) - 2300 CST

Occurrence   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident
    File No. - 619      3/15/85    MCKINNEY,TX             A/C Reg. No. N3946K          Time (Lcl) - 1110 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                 SUBSTANTIAL                      Injuries
    Type of Operation          -PERSONAL                                          Fatal   Serious   Minor   None
    Flight Conducted Under     -14 CFR 91                        Fire         Crew    0        0        0       1
    Accident Occurred During   -LANDING                          NONE         Pass    0        0        0       0
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 305E
    Landing Gear   - TAILWHEEL-ALL FIXED       Eng Make/Model - CONTINENTAL O-470-15     ELT Installed/Activated - YES/YES
    Max Gross Wt   -   2800                    Number Engines -  1                          Stall Warning System - YES
    No. of Seats   -      2                    Engine Type    - RECIPROCATING-CARBURETOR
                                               Rated Power    -     213 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                           Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                ON AIRPORT
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination
    Basic Weather    - VMC                         LOCAL                           Airport Data
      Wind Dir/Speed- 090/015 KTS                                                    AERO-COUNTRY
      Visibility     -    15.0   SM                                                  Runway Ident     - 17
      Lowest Sky/Clouds  -     20000 FT SCATTERED  ATC/Airspace                      Runway Lth/Wid   -  2950/   40
      Lowest Ceiling         - NONE              Type of Flight Plan - NONE          Runway Surface   - ASPHALT
      Obstructions to Vision- NONE               Type of Clearance   - NONE          Runway Status    - DRY
      Precipitation          - NONE              Type Apch/Lndg      - FORCED LANDING
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     52             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
       COMMERCIAL                              Current       - YES        Total      -   5875       Last 24 Hrs -      6
       SE LAND,ME LAND,SE SEA                  Months Since  -  7         Make/Model-    220       Last 30 Days- UNK/NR
       HELICOPTER     ,GLIDER                  Aircraft Type - UNK/NR     Instrument-    310       Last 90 Days-     76
                                                                          Multi-Eng -   2000       Rotorcraft  -    675

       Instrument Rating(s)  - AIRPLANE
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----Narrative----
THE ENGINE QUIT SHORTLY AFTER TAKEOFF. THE PILOT LANDED IN SOFT TERRAIN (MUDDY FIELD) AND THE AIRCRAFT NOSED OVER.
THE PILOT REPORTED FINDING 1/2 CUP OF WATER IN THE FUEL TANK AND GASCOLATOR.

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Brief of Accident (Continued)

File No. - 619 3/15/85 MCKINNEY,TX A/C Reg. No. N3946K Time (Lcl) - 1110 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 624 3/23/85 FRITCH,TX A/C Reg. No. N6928F Time (Lcl) - 1908 CST

---Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FRITCH,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data
FRITCH
Runway Ident - 35
Runway Lth/Wid - 4500 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 53
Make/Model- 53
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT TOUCHED DOWN SHORT OF THE RWY WHILE ATTEMPTING TO LAND DOWNWIND. HE THEN ATTEMPTED A GO-AROUND BUT LOST CONTROL DUE TO INADEQUATE AIRSPEED. THE AIRCRAFT BANKED TO THE RIGHT AND STRUCK THE TAIL SECTION OF A PARKED AIRPLANE AND CRASHED.

File No. - 624 3/23/85 FRITCH,TX A/C Reg. No. N6928F Time (Lcl) - 1908 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
3. WEATHER CONDITION - TAILWIND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
5. OBJECT - AIRCRAFT PARKED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. -  626       3/25/85    ROANOKE,TX                  A/C Reg. No. N52690            Time (Lcl) - 1520 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew       0         0         1         0
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass       0         0         0         0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 177                   Eng Make/Model - LYCOMING IO-360-A1B5D   ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -   2800                       Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -     4                        Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
        Method        - N/A                          MC KINNEY,TX
        Completeness  - N/A                       Destination                             Airport Data
      Basic Weather   - VMC                          SAME AS ACC/INC                          AERO VALLEY
        Wind Dir/Speed- 100/008 KTS                                                           Runway Ident     - 15
        Visibility    -     7.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  3500/   40
        Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling      - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation       - NONE
        Condition of Light  - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     67            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         PRIVATE                                Current        - UNK/NR     Total     -    4654        Last 24 Hrs  - UNK/NR
         SE LAND                                Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR     Instrument-       0        Last 90 Days-     90


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE AIRCRAFT'S ENGINE QUIT ON DOWNWIND LEG. UNABLE TO GLIDE TO THE RWY, A FORCED LANDING WAS PERFORMED ON SOFT TERRAIN
OFF THE APCH END OF THE RWY. THE LEFT MAIN GEAR COLLAPSED IN THE SOFT TERRAIN AND THE NOSE WHEEL BROKE OFF AS THE ACFT
SLID TO A STOP. SUBSEQUENT INVESTIGATION REVEALED THAT THE FUEL SYSTEM WAS OBSTRUCTED BY FOREIGN DEBRIS AND SMALL
INSECTS.

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Brief of Accident (Continued)

File No. - 626   3/25/85   ROANOKE,TX   A/C Reg. No. N52690   Time (Lcl) - 1520 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FUEL SYSTEM - CONTAMINATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   MAIN GEAR COLLAPSED
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT
3. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT
5. LANDING GEAR,WHEEL - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

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    File No. -  799       4/10/85    ARLINGTON,TX               A/C Reg. No. N49831            Time (Lcl) - 1730 CST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI               Aircraft Damage                          Injuries
                                                                  DESTROYED                       Fatal    Serious    Minor     None
     Type of Operation          -AERIAL OBSERVATION              Fire                      Crew     0         1         0         0
     Flight Conducted Under     -14 CFR 91                        NONE                      Pass     0         1         0         0
     Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                      Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1670                         Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                         Rated Power    -     110 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                            DALLAS,TX
       Completeness   - N/A                         Destination                              Airport Data
     Basic Weather    - VMC                            LOCAL                                    UNKNOWN
       Wind Dir/Speed- 160/014 KTS                                                               Runway Ident      - N/A
       Visibility     -      7.0  SM                ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -                            Type of Flight Plan - NONE                Runway Surface    - N/A
       Lowest Ceiling          -   1600 FT BROKEN      Type of Clearance   - NONE                Runway Status     - N/A
       Obstructions to Vision- NONE                    Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      22               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                               Current          - YES        Total       -     646      Last 24 Hrs -       3
        SE LAND                                  Months Since   -  1           Make/Model-     191      Last 30 Days- UNK/NR
                                                 Aircraft Type  - C-152        Instrument-      78      Last 90 Days-     109
                                                                               Multi-Eng -      11

        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT ON TRAFFIC PATROL WATCH WAS OBSERVED FOR SEVERAL MINUTES BEFORE CRASH AT LOW ALTITUDE DOING SLOW FLT AND FLYING
ERRATIC PRIOR TO ACFT STALLING ANS SPINNING INTO APT BUILDING NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF
THE ACFT WAS FOUND.

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File No. - 799   4/10/85   ARLINGTON,TX   A/C Reg. No. N49831   Time (Lcl) - 1730 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 766       3/15/85    LEESBURG,VA                A/C Reg. No. N7586G             Time (Lcl) - 2035 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal   Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire               Crew       0        0         0         1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0         0         3
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172L              Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power     -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                   Last Departure Point                      ON AIRPORT
      Method         - TELEPHONE               SAME AS ACC/INC
      Completeness   - FULL                 Destination                             Airport Data
    Basic Weather    - VMC                     ATLANTIC,NJ                               LEESBURG
      Wind Dir/Speed- 310/008 KTS                                                        Runway Ident     - 17
      Visibility     -     25.0   SM        ATC/Airspace                                 Runway Lth/Wid   -  3500/   75
      Lowest Sky/Clouds  -      CLEAR         Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE          Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - NIGHT(BRIGHT)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      43          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current        - YES    Total      -    363          Last 24 Hrs -       1
        SE LAND                               Months Since   -  5     Make/Model-      71          Last 30 Days-       2
                                              Aircraft Type  - C-172L  Instrument-      3          Last 90 Days-       2


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ENPLANED 3 ADULT PAXS AND TAXIED TO RWY 17 FOR TKOF.  RPTD WND WAS 310 AT 8KTS. TKOF ROLL WAS INIATED AND
CONTINUED UNTIL NEAR MIDFLD AT WHICH TIME IT BECAME APPARENT TO THE PLT THAT THE ACFT WOULD NOT ROTATE. THE PLT
THEN ABTD THE TKOF BUT AS THE ACFT NEARED THE END OF THE RWY HE ADDED PWR IN ORDER TO FLY OVR A DRAINAGE DITCH
ABT 100FT PAST THE END OF THE RWY. UPON TOUCHDOWN ON THE OPPOSITE SIDE OF THE DITCH THE NOSE GEAR COLLAPSED AND
THE ACFT SLID APPROX 50FT BFR NOSING OVR.

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Brief of Accident (Continued)

File No. - 765 3/15/85 LEESBURG,VA A/C Reg. No. N7586G Time (Lcl) - 2035 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
1. TERRAIN CONDITION - DITCH
2. AIRCRAFT WEIGHT AND BALANCE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)
7. TERRAIN CONDITION - GROUND

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)
8. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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    File No. - 638       5/12/85    ATKINS,VA                  A/C Reg. No. N51347             Time (Lcl) - 0907 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                 Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                        Fire                Crew      0         0         1          0
      Flight Conducted Under     -14 CFR 91                       NONE                Pass      0         0         0          1
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150J              Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1600                  Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                  Rated Power     -     100 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                     Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                         JOHNSON CITY,TN
        Completeness   - N/A                     Destination                                Airport Data
      Basic Weather    - VMC                         MARION,VA
        Wind Dir/Speed- 180/005 KTS                                                            Runway Ident    - N/A
        Visibility     -   12.0   SM             ATC/Airspace                                  Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -     7500 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface  - GRASS/TURF
        Lowest Ceiling        - NONE                Type of Clearance   - NONE                 Runway Status   - WET
        Obstructions to Vision- GROUND FOG          Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                              Current        - YES      Total       -    1910         Last 24 Hrs -        7
          SE LAND                                 Months Since   -  1       Make/Model-        39         Last 30 Days- UNK/NR
          HELICOPTER                              Aircraft Type - C-150J    Instrument-        13         Last 90 Days-      102
                                                                            Multi-Eng - UNK/NR            Rotorcraft  -     1726

          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY
PRIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE
ACCIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE).
APRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE
X-COUNTRY. POST ACCIDENT INSPECTION REVEALED 1 GALLON OF FUEL WAS FOUND IN THE ACFT.

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Brief of Accident (Continued)

File No. - 638   5/12/85   ATKINS,VA   A/C Reg. No. N51347   Time (Lcl) - 0907 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE

Finding(s)
1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. ELECTRICAL SYSTEM,ALTERNATOR - INOPERATIVE
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   HARD LANDING
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

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    File No. - 610       3/17/85    DORSET,VT                A/C Reg. No. N12CO             Time (Lcl) - 2015 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                              DESTROYED                   Fatal   Serious   Minor   None
    Type of Operation          -EXECUTIVE/CORPORATE           Fire                  Crew    1        0        0       0
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass    0        0        0       0
    Accident Occurred During   -CRUISE
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 401A                 Eng Make/Model - CONTINENTAL TSIO-520     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -     6300                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -        6                    Rated Power    -     300 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                      CALDWELL,NJ
      Completeness   - N/A                   Destination                              Airport Data
    Basic Weather    - VMC                      RUTLAND,VT                                RUTLAND STATE
      Wind Dir/Speed- 340/005 KTS                                                         Runway Ident      - N/A
      Visibility     -     5.0   SM         ATC/Airspace                                  Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -                    Type of Flight Plan - NONE                  Runway Surface    - N/A
      Lowest Ceiling         -  1500 FT BROKEN   Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- FOG             Type Apch/Lndg      - NONE
      Precipitation          - SNOW
      Condition of Light     - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                        Age -     45            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
      ATP,CFI                                Current        - YES      Total       -   4946        Last 24 Hrs - UNK/NR
      SE LAND,ME LAND                        Months Since   -  7       Make/Model-    3149        Last 30 Days- UNK/NR
                                             Aircraft Type  - C-401A   Instrument-     810        Last 90 Days- UNK/NR
                                                                       Multi-Eng -    4149

      Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ABOUT 30 MILES FROM RUTLAND WHEN HE RADIOED THE ARPT FOR WEATHER INFO. HE WAS INFORMED THAT CLOUDS WERE
1500 FT BROKEN AND 2700 FT OVERCAST WITH SNOW, LIGHT FOG AND 5 MILES VISIBILITY. THE PLT RESPONDED THAT HE WOULD CALL
AGAIN WHEN HE GOT CLOSER TO THE ARPT. THERE WAS NO FURTHER TRANSMISSION RECEIVED FROM THE PLT. THE ACFT COLLIDED WITH
DORSET MT. LOCATED ABOUT 18 MILES SOUTH OF THE ARPT. THE ACFT WAS IN A LEVEL ATTITUDE AND AT A ELEVATION OF 3300 FT.
DORSET MT IS 3515 FT HIGH. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. NO FLT PLAN WAS FILED.

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File No. - 610   3/17/85   DORSET,VT   A/C Reg. No. N12CQ   Time (Lcl) - 2015 EST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE

Finding(s)
1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - FOG
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   CRUISE

Finding(s)
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 797   6/19/85   WAITSFIELD,VT   A/C Reg. No. N240WT   Time (Lcl) - 1510 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - SCHEMPP-HIRTH VENTUS-B
Landing Gear - HULL
Max Gross Wt - 1102
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WARREN,VT
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 30
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - VENTUSB

Medical Certificate - UNK/NR

Flight Time (Hours)			
Total -	286	Last 24 Hrs -	2
Make/Model-	198	Last 30 Days-	15
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

----Narrative----

THIS GLIDER WAS INVOLVED IN A SOARING CHAMPIONSHIP COURSE. ABOUT 52 MINUTES AFTER STARTING THE COURSE WITNESSES OBSERVED THE AIRCRAFT MANEUVERING FOR A LANDING ON AN OPEN FIELD. WHILE IN A STEEP BANK THE AIRCRAFT STALLED AND IMPACTED THE GROUND.

File No. - 797   6/19/85   WAITSFIELD,VT   A/C Reg. No. N240WT   Time (Lcl) - 1510 EDT

Occurrence   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 745       3/20/85    ELMA,WA                  A/C Reg. No. N9592F           Time (Lcl) - 1215 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                      Injuries
                                                            SUBSTANTIAL                  Fatal    Serious    Minor    None
    Type of Operation          -AERIAL OBSERVATION         Fire                  Crew     0         0         0        2
    Flight Conducted Under     -14 CFR 91                   NONE                 Pass     0         0         0        1
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - HUGHES 269C                 Eng Make/Model - LYCOMING HIO-360 D1A     ELT Installed/Activated - YES/YES
    Landing Gear  - TRICYCLE-FIXED              Number Engines - 1                          Stall Warning System - UNK/NR
    Max Gross Wt  -   2050                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -      3                      Rated Power    -     190 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                            Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                ON AIRPORT
      Method         - UNK/NR                      UNK/NR
      Completeness   - UNK/NR                   Destination                        Airport Data
    Basic Weather    - VMC                         CHEHALIS RIVER,WA                  ELMA MUNICIPAL
      Wind Dir/Speed- 090/010 KTS                                                     Runway Ident     - UNK/NR
      Visibility        12.0   SM              ATC/Airspace                           Runway Lth/Wid   - UNK/NR
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE           Runway Surface   - UNK/NR
      Lowest Ceiling          -  2000 FT BROKEN  Type of Clearance   - NONE           Runway Status    - UNK/NR
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     26              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                      Current         - YES     Total       -  1126        Last 24 Hrs  -      2
        SE LAND                             Months Since    - 15      Make/Model-     56         Last 30 Days- UNK/NR
        HELICOPTER                          Aircraft Type - UNK/NR    Instrument-      0         Last 90 Days-    274
                                                                                                 Rotorcraft   -    828

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
JUST PRIOR TO LIFT-OFF A VIBRATION ACCOMPANIED BY LATERAL ROCKING OCCURRED. ALTHOUGH THE PLT BROUGHT THE POWER TO IDLE,
THE HELICOPTER HAD ALREADY STARTED TO COME APART. DURING ENGINE EXAMINATION IT WAS FOUND THAT THE GROUND RESONANCE
OCCURRED DUE TO UNDER TORQUING OF THE MAIN ROTOR DAMPNERS.  THE DAMPNERS HAD BEEN SERVICED JUST 1.5 HOURS PRIOR TO
THIS ACCIDENT.

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                              Brief of Accident (Continued)

     File No. - 745      3/20/85    ELMA,WA                    A/C Reg. No. N9592F         Time (Lcl) - 1215 PST
------------------------------------------------------------------------------------------------------------------

Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)
  1. ROTOR SYSTEM,MAIN ROTOR HUB DAMPER - UNDERTORQUED
  2.   MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                       Brief of Accident

   File No. - 696       5/19/85    WENATCHEE,WA              A/C Reg. No. N65907            Time (Lcl) - 1700 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor   None
     Type of Operation         -PERSONAL                       Fire                   Crew     0        0        0       1
     Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        1       0
     Accident Occurred During  -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SCHWEIZER SGS 2-33A            Eng Make/Model - N/A                ELT Installed/Activated - NO -N/A
     Landing Gear   - HULL                           Number Engines - N/A                   Stall Warning System - UNK/NR
     Max Gross Wt   -    1040                        Engine Type    - N/A
     No. of Seats   -       2                        Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                            Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                 OFF AIRPORT/STRIP
       Method         - N/A                            WENATCHEE,WA
       Completeness   - N/A                          Destination                        Airport Data
     Basic Weather    - VMC                            LOCAL
       Wind Dir/Speed- 300/015 KTS                                                        Runway Ident     - N/A
       Visibility     -    30.0   SM               ATC/Airspace                            Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE           Runway Surface   - N/A
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE           Runway Status    - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      36           Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                Current       - YES     Total      -    270      Last 24 Hrs  - UNK/NR
                                               Months Since  -  9      Make/Model-     200      Last 30 Days- UNK/NR
        GLIDER                                 Aircraft Type - UNK/NR  Instrument-       0      Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE RETURNING TO THE ARPT TO LAND, THE ACFT ENCOUNTERED STRONG DOWNDRAFTS OF 600 TO 800 FPM. AN OFF ARPT LANDING
WAS MADE AND WHILE TURNING FROM BASE TO FINAL, THE LEFT WING TIP STRUCK THE GROUND. A GROUNDLOOP THEN OCCURRED.

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      File No. - 696      5/19/85    WENATCHEE,WA              A/C Reg. No. N65907              Time (Lcl) - 1700 PDT
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Occurrence #1          FORCED LANDING
Phase of Operation     DESCENT - NORMAL

Finding(s)
  1. WEATHER CONDITION - DOWNDRAFT
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2          DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation     APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
  2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

    File No. - 759       5/20/85    CHEWELAH,WA               A/C Reg. No. N125ZL           Time (Lcl) - 0930 PDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                         Fire              Crew       1        0         0        0
    Flight Conducted Under   -14 CFR 91                         ON GROUND        Pass       2        0         0        0
    Accident Occurred During -MANEUVERING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA 205                Eng Make/Model - CONTINENTAL IO-470-S    ELT Installed/Activated - UNK/NR
    Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -   3300                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -      6                    Rated Power    -     260 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                       COLVILLE,WA
      Completeness    - N/A                    Destination                             Airport Data
    Basic Weather     - VMC                       LOCAL
      Wind Dir/Speed- 170/005 KTS                                                         Runway Ident     - N/A
      Visibility    -    15.0   SM            ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      4200 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - N/A
      Lowest Ceiling          - NONE            Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -      40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                             Current         - YES       Total      - UNK/NR          Last 24 Hrs - UNK/NR
          SE LAND                             Months Since  - UNK/NR      Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED FLYING UP A CANYON AT LOW ALTITUDE WHILE CLIMBING AT AN ANGLE EQUIVALENT TO THE
SURROUNDING TERRAIN SLOPE. SHORTLY THEREAFTER THE ACFT ENCOUNTERED STEEPLY UPSLOPING TERRAIN AND BEGAN IMPACTING
TREES IN A LEFT WING HIGH AND NOSE UP ATTITUDE WHILE STILL UNDER POWER. THERE WAS NOT EVIDENCE OF ANY
POWERPLANT MALFUNCTION. THE WIFE OF THE PLT REPORTED THAT HE DID NOT POSSESS ANY EXPERIENCE FLYING IN AND AROUND
THE TERRAIN NEAR THE ACCIDENT AREA. THE DENSITY ALT AT THE ACCIDENT WAS ESTIMATED AT 6500 FEET ABOVE SEA LEVEL.

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File No. - 759 5/20/85 CHEWELAH,WA A/C Reg. No. N125ZL Time (Lcl) - 0930 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. CLIMB - MISJUDGED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 729 5/24/85 SPOKANE,WA A/C Reg. No. N37780 Time (Lcl) - 1300 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass		0	0	0

----Aircraft Information----

Make/Model - BEECH V35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 220/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
KAMLOOPS

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2380
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- 5
Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER WHAT APPEARED TO BE A NORMAL TAKEOFF AND INITIAL CLIMB, WITNESSES OBSERVED THE ACFT LEVEL OFF AT ABOUT 200 FT AGL AND SOME HEARD SOUNDS OF POWER CESSATION. ACFT WAS OBERVED TO COMMENCE A LEFT TURN DURING WHICH THE BANK INCREASED TO AN EXCESSIVE ANGLE. THE ACFT PITCHED NOSE DOWN AND CRASHED IN A GRAVEL PARKING LOT IN AN INDUSTRIAL AREA OF THE CITY. INVESTIGATION REVEALED THE ENGINE-DRIVEN FUEL PUMP SHAFT HAD FAILED AT THE MANUFACTURED SHEAR POINT DUE TO BINDING OF THE PUMP BLADES AGAINST THE BORE. NO FOREIGN MATERIAL WAS FOUND IN THE BORE BUT A SMALL SILVER OF BLACK RUBBER WAS FOUND ON THE PUMP RELIEF VALVE POPPET. ENGINE FUEL HOSES HAD BEEN REPLACED PRIOR TO THIS FLIGHT. BOOST PUMP SWITCH FOUND IN "OFF" POSITION. PREVIOUS ACFT OWNED BY PLT HAD FUEL BOOST PUMP SWITCH LOCATED IN DIFFERENT POSITION IN COCKPIT. PLT/OWNER AT CONTROLS NOT MEDICALLY CERTIFICATED. PIC IN RT SEAT NOT CURRENT IN MAKE/MODEL.

File No. - 729 5/24/85 SPOKANE,WA A/C Reg. No. N3778Q Time (Lcl) - 1300 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. FUEL BOOST PUMP SELECTOR POSITION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND
8. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20594


                                 Brief of Accident

   File No. - 731      6/25/85    WENATCHEE,WA            A/C Reg. No. N7396Z             Time (Lcl) - 1200 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT             Aircraft Damage                    Injuries
                                                                   SUBSTANTIAL               Fatal   Serious   Minor   None
     Type of Operation           -AERIAL APPLICATION              Fire                 Crew     0        0        0       1
     Flight Conducted Under      -14 CFR 137                       ON GROUND           Pass     0        0        0       0
     Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-25-235-C            Eng Make/Model - LYCOMING O-540-B25-5      ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2900                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                      Rated Power    -      235 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                        WENATCHEE,WA
       Completeness    - N/A                     Destination                             Airport Data
     Basic Weather     - VMC                        WENATCHEE,WA                             UNKNOWN
       Wind Dir/Speed- CALM                                                                  Runway Ident     - N/A
       Visibility      -   40.0    SM            ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     37            Medical Certificate - NON-VALID MEDICAL
      Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL,ATP                       Current        - YES       Total       -   6551        Last 24 Hrs -        4
         SE LAND,ME LAND                      Months Since   - UNK/NR    Make/Model-      600        Last 30 Days- UNK/NR
         HELICOPTER     ,GLIDER               Aircraft Type  - UNK/NR    Instrument-      230        Last 90 Days-      175
                                                                         Multi-Eng -      100        Rotorcraft   -    4123

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN AERIAL APPLICATIONS MANEUVER THE ENGINE CEASED OPERATING AND A FORCED LANDING WAS MADE IN AN ORCHARD
IN BETWEEN APPLE TREE ROWS  ENGINE AND AIRCRAFT INSPECTION COULD NOT REVEAL ANY ABNORMALITIES WITH THE EXCEPTION OF
A VERY DIRTY, PARTIALLY CLOGGED MAIN FUEL FILTER. THE ENGINE WAS TEST RUN FOR A SHORT PERIOD OF TIME AFTER
THE ACCIDENT

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File No. - 971 6/25/85 WENATCHEE,WA A/C Reg. No. N7396Z Time (Lcl) - 1200 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. FUEL SYSTEM,FILTER - DETERIORATED
2. FUEL SYSTEM,SCREEN - DIRTY(FOGGY)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                                             National Transportation Safety Board
                                                    Washington, D.C. 20594


                                                        Brief of Accident

       File No. - 737      8/07/85    VANCOUVER,WA              A/C Reg. No. N824CE             Time (Lcl) - 1653 PDT
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                  DESTROYED                  Fatal    Serious    Minor    None
      Type of Operation          -PERSONAL                        Fire              Crew       1         0         0        0
      Flight Conducted Under     -14 CFR 91                       ON GROUND         Pass       1         0         0        0
      Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BEACHNER QUICK SILVER        Eng Make/Model - GMC V-8 215 CID           ELT Installed/Activated - YES/NO
      Landing Gear  - TAILWHEEL-RETRACTABLE MAINS  Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt  -    1350                      Engine Type    - RECIP-FUEL INJECTED
      No. of Seats  -     2                        Rated Power    -      125 HP
------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                          SAME AS ACC/INC
        Completeness   - N/A                       Destination                             Airport Data
      Basic Weather    - VMC                          TACOMA,WA                               UNKNOWN
        Wind Dir/Speed- 300/006 KTS                                                           Runway Ident      - N/A
        Visibility     -   20.0   SM              ATC/Airspace                                Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -    3800 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - N/A
        Lowest Ceiling      -   6000 FT OVERCAST   Type of Clearance   - NONE                 Runway Status     - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
        Precipitation       - NONE
        Condition of Light  - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                  Current        - YES        Total       -   2800          Last 24 Hrs - UNK/NR
          SE LAND                                  Months Since   -  1         Make/Model-    1000           Last 30 Days-      25
                                                   Aircraft Type - PA38        Instrument-       0           Last 90 Days-      75


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS OBSERVED WORKING ON ENGINE DISTRIBUTOR PRIOR TO DEPARTURE FOR WEEKEND DEMO AT AIRSHOW FOR DESIGN
SALES PROMOTION. WITNESSES NOTED ENGINE SOUND ON TAKEOFF SEEMED LESS THAN NORMAL. ACFT LIFTED OFF, GEAR WERE
RETRACTED AND ACFT CLIMBED TO ABOUT 200 FT AGL BEFORE A LEFT TURN BEGAN. AFTER 90 DEG OF TURN, BANK STEEPENED TO
NEAR 60 DEG, NOSE DROPPED THROUGH AND ACFT COLLIDED WITH TERRAIN. FIRE BROKE OUT ON IMPACT, CONSUMING
FUSELAGE. INVESTIGATION SHOWED DISTRUBUTOR CAP AND ROTOR SHATTERED ON GROUND IMPACT, NO DETERMINATION MADE OF
POSS MALFUNCTION. EXCEPT FOR UNEVEN COLORATION OF SPARK PLUGS, NO ABNORMALITIES NOTED ON ENGINE INSPECTION.
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File No. - 737        8/07/85    VANCOUVER,WA                A/C Reg. No. N824CB              Time (Lcl) - 1653 PDT
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Occurrence #1         LOSS OF POWER
Phase of Operation    TAKEOFF

Finding(s)
  1. IGNITION SYSTEM,DISTRIBUTOR - UNDETERMINED
  2. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - DETERIORATED
  3.    ABORT - NOT PERFORMED - PILOT IN COMMAND
  4.       IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2         LOSS OF CONTROL - IN FLIGHT
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
  5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  6. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  7.       IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
  8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  9. STALL/MUSH - INADVERTENT -
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7
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Brief of Accident

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       File No. - 727         8/11/85    VASHON,WA                    A/C Reg. No. N6162M               Time (Lcl) - 1235 PDT
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----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                                Injuries
                                                                   DESTROYED                    Fatal      Serious      Minor       None
      Type of Operation           -PERSONAL                       Fire                  Crew       0          0           0           1
      Flight Conducted Under      -14 CFR 91                       ON GROUND             Pass       0          0           1           2
      Accident Occurred During    -DESCENT
----------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - STINSON 108-3                    Eng Make/Model - FRANKLIN 6A4165 SERIES     ELT Installed/Activated - YES,NO
      Landing Gear    - TAILWHEEL-ALL FIXED              Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt    -   2400                           Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats    -      4                           Rated Power     -     165 HP
----------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                       Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING           Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                               SAME AS ACC/INC
        Completeness   - N/A                            Destination                               Airport Data
      Basic Weather    - VMC                               BREMERTON,WA                              UNKNOWN
        Wind Dir/Speed- 210/004 KTS                                                                  Runway Ident      - N/A
        Visibility     -   50.0   SM                   ATC/Airspace                                  Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     CLEAR                   Type of Flight Plan - NONE                  Runway Surface    - N/A
        Lowest Ceiling         - NONE                    Type of Clearance   - NONE                  Runway Status     - N/A
        Obstructions to Vision- NONE                     Type Apch/Lndg      - NONE
        Precipitation          UNK/NR
        Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      41                Medical Certificate - VALID MEDICAL WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                   Current        - UNK/NR     Total        -     163        Last 24 Hrs -        2
          SE LAND                                   Months Since   - UNK/NR     Make/Model-        49         Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR      Instrument-         0         Last 90 Days-       35


          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT REPORTED A LOSS OF POWER ON INITIAL CLIMB FROM TAKEOFF; STALLED ACFT WHILE MANUVERING FOR BEST LNDG PLACE
IN ORCHARD. FIRE BROKE OUT AS OCCUPANTS EVACUATED THE ACT. CONSUMING MOST OF THE CABIN/FUSELAGE. INVESTIGATION FAILED
TO REVEAL CAUSE OF POWER LOSS.

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Brief of Accident (Continued)

File No. - 727 8/11/85 VASHON,WA A/C Reg. No. N6162M Time (Lcl) - 1235 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 781      5/08/85    WEST BEND,WI            A/C Reg. No. N4799A           Time (Lcl) - 1300 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                       Fire              Crew      0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE             Pass      0        0        0        0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA A152              Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES-UNK/NR
    Landing Gear  - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt  -    1670                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                  Rated Power    -     110 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                      MANITOWOA,WI
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - VMC                      WEST BEND,WI                            WEST BEND
      Wind Dir/Speed- 130/009 KTS                                                       Runway Ident     - N/A
      Visibility     -     7.0  SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling         - NONE             Type of Clearance   - NONE              Runway Status    - HIGH VEGETATION
      Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------- -------------------------------- -------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     29           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                          Current       - YES      Total       -   1500       Last 24 Hrs -     107
        SE LAND                             Months Since  - UNK/NR   Make/Model-     700       Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument-     349       Last 90 Days-    1032


        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
PLT DEPARTED FONDULAC, WI, WITH FULL FUEL (24.5 GALLONS USABLE) AND FLEW APRX 25 MILES SOUTH WHERE 2 1/2 HRS
WERE SPENT TAKING AERIAL PHOTOGRAPHS. FLT THEN PROCEEDED APRX 60 MILES TO MANITOWOC, WI WHERE A LANDING WAS MADE.
DEPARTURE WAS THEN MADE WITH APRX 9 GALLONS OF FUEL ONBOARD FOR WEST BEND, WI (APRX 48 MILES AWAYS). ON FINAL APCH
ENGINE QUIT. FORCED LANDING MADE IN SOFT TERRAIN AND NOSE GEAR COLLAPSED. ACFT NOSED OVER  APRX 1 QT FUEL DRAINED
OUT OF ACFT WHEN TURNED OVER. ADDITIONAL 3 OZ WAS LATER DRAINED. FUEL WAS ADDED TO ACFT AND TEST RUN WAS PERFORMED.
ENGINE OPERATED WITHOUT DIFFICULTY.
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Brief of Accident (Continued)

File No. - 781 5/08/85 WEST BEND,WI A/C Reg. No. N4799A Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - DISREGARDED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594



                                   Brief of Accident

   File No. -  630      5/12/85    LAKE GENEVA,WI          A/C Reg. No. N1181G          Time (Lcl) - 1700 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                             DESTROYED                  Fatal   Serious   Minor    None
   Type of Operation          -EXECUTIVE/CORPORATE           Fire              Crew       0        0        0        2
   Flight Conducted Under     -14 CFR 91                      ON GROUND        Pass       0        0        0        4
   Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - DASSAULT-BREGUET FALCON 50     Eng Make/Model - GARRETT TFE731-3-1C       ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  3                           Stall Warning System - YES
   Max Gross Wt   -   26450                         Engine Type    - TURBOFAN
   No  of Seats   -      10                         Rated Power    -   3700 LBS THRUST
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                          Airport Proximity
   Wx Briefing      - FSS                            Last Departure Point               ON AIRPORT
     Method         - TELEPHONE                        WHEELIN,IL
     Completeness   - UNK/NR                        Destination                      Airport Data
   Basic Weather    - VMC                              SAME AS ACC/INC                  AMERICANA
     Wind Dir/Speed- 250/018 KTS                                                        Runway Ident     - 23
     Visibility     -    10.0   SM                 ATC/Airspace                         Runway Lth/Wid   -  4050/    75
     Lowest Sky/Clouds  -     UNK/NR                 Type of Flight Plan - IFR          Runway Surface   - ASPHALT
     Lowest Ceiling        -  3500 FT BROKEN         Type of Clearance   - IFR          Runway Status    - DRY
     Obstructions to Vision- NONE                    Type Apch/Lndg      - VISUAL
     Precipitation         - NONE                                          FULL STOP
     Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                          Age -     53           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
      ATP                                     Current         - YES         Total      -   9200        Last 24 Hrs -       3
      SE LAND,ME LAND                         Months Since  -  1            Make/Model-   1050        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR        Instrument-    945        Last 90 Days-      46
                                                                            Multi-Eng -   4200

      Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
HIGH SINK RATE DEVELOPED ON SHORT FINAL. ACFT TOUCHED DOWN 13 FT PRIOR TO RUNWAY BEFORE SINK RATE COULD BE ARRESTED.
LANDING GEAR COLLAPSED AFTER CONTACTING EDGE OF RWY WHICH IS 7 INCHES HIGHER THAN SURROUNDING TERRAIN. TAIL SECTION
OF ACFT CAUGHT FIRE JUST PRIOR TO COMING TO A COMPLETE STOP 2900 FT DOWN THE RWY. PILOTS WHO FREQUENTLY FLY IN
AND OUT OF THE ARPT STATED, WIND SHIFTS NEAR THE RWY ARE COMMON IN GUSTY CONDITIONS BECAUSE OF HILLY TERRAIN.

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Brief of Accident (Continued)

File No. - 630 5/12/85 LAKE GENEVA,WI A/C Reg. No. N1181G Time (Lcl) - 1700 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - GUSTS
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - RUNWAY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. LANDING GEAR - OVERLOAD

Occurrence #4 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 631 5/19/85 MILWAUKEE,WI A/C Reg. No. N39628 Time (Lcl) - 1100 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-32T-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6
Eng Make/Model - LYCOMING TSIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BURLINGTON,WI
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
TIMMERMAN
Runway Ident - 22L
Runway Lth/Wid - 2859/ 255
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 362
Make/Model - 82
Instrument - 60
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT THE APPROACH WAS NORMAL AND FLOWN AT 90 KIAS. HE FLARED HIGH AND THE ACFT LANDED HARD ON THE RIGHT MAIN LANDING GEAR, DUE TO THE EXCESSIVE RATE OF DECENT. THE DAMAGE WAS LIMITED TO THE RIGHT WING SPAR AND RIBS.

File No. - 631 5/19/85 MILWAUKEE,WI A/C Reg. No. N39628 Time (Lcl) - 1100 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 767        5/27/85    MARSHFIELD,WI            A/C Reg. No. N67955             Time (Lcl) - 1400 CDT
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----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                             SUBSTANTIAL                     Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                     Fire                    Crew       0        0        0        1
   Flight Conducted Under     -14 CFR 91                     NONE                   Pass       0        0        0        1
   Accident Occurred During   -TAKEOFF
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----Aircraft Information----
   Make/Model     - CESSNA 152              Eng Make/Model - LYCOMING O-235             ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                            Stall Warning System - YES
   Max Gross Wt   -   1670                  Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -      2                  Rated Power    -      110 HP
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----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing       - UNK/NR                    Last Departure Point                     OFF AIRPORT/STRIP
      Method          - UNK/NR                      MARSHFIELD,WI
      Completeness    - UNK/NR                   Destination                            Airport Data
    Basic Weather     - VMC                         LOCAL
      Wind Dir/Speed- 180/010 KTS                                                          Runway Ident     - N/A
      Visibility     -    20.0    SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
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----Personnel Information----
   Pilot-In-Command                    Age -     26            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                          Current       - YES       Total      -     270        Last 24 Hrs -       3
        SE LAND                          Months Since  -  2        Make/Model-     120        Last 30 Days- UNK/NR
                                         Aircraft Type - UNK/NR    Instrument-       0        Last 90 Days-      14


        Instrument Rating(s)  - NONE
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----Narrative----

THE PILOT MADE A PRECAUTIONARY LANDING IN A FIELD. AFTER CHECKING THE ACFT FUEL TANKS HE ATTEMPTED TO TAKEOFF ON A GRAVEL ROAD. DURING THE GROUND RUN THE ACFT COLLIDED WITH TREES & SKIDDED INTO A FIELD.

Brief of Accident (Continued)

File No. - 767 5/27/85 MARSHFIELD,WI A/C Reg. No. N67955 Time (Lcl) - 1400 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 753 8/09/85 RAWLINS,WY A/C Reg. No. N39RW Time (Lcl) - 0925 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - RICHARD A. WHITE GLASAIR SH-2
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 2
Eng Make/Model - LYCOMING IO-360-E1A6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- 320/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - THIN BKN
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SCOTTSBLUFF,NE
Destination
CONCORD BUCHANA,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model - UNK/NR
Instrument - 0
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

Instrument Rating(s) - UNK/NR

----Narrative----

THE ACFT CRASHED IN A SLIGHTLY NOSE LOW HIGH VELOCITY IMPACT WITH THE ENG OPERATING AT LOW PWR BY THE SIGNATURES ON THE PROP. THE RADAR PLOT SHOWS THAT THE FLIGHT DESCENDED FROM APRX 15000 FT TO ABOUT 10000 FT IN APRX 1 MINUTE. THE ACFT CONTINUED TO DESCEND IN A HIGH SPEED HIGH RATE OF DESCENT SPIRAL WHICH CHANGED TO A HIGH SPEED STALL JUST PRIOR TO IMPACT AS INDICATED BY GRND CONTACT MARKS AND WRECKAGE CLUES THERE WAS A BROKEN CLOUD DECK AT APRX 4000 FT AGL. FRIENDS OF THE PLT DO NOT BELIEVE THAT HE WOULD HAVE CONSCIOUSLY CLIMBED TO ABOVE 15000 FT WITHOUT OXYGEN, LEADING TO A CONCLUSION OF PLT INCAPACITATION PRIOR TO THE CLIMB AND CRASH. ATTEMPTED CONTROL INPUTS FROM THE WIFE COULD HAVE ALTERED THE ACFT PERFORMANCE AFTER PIC INCAPACITATION. DUE TO THE ACC TRAUMA NO CONCUSIONS WERE DRAWN FROM THE PLTS N REMAINS DURING ATUOPSY. THE FLT PATTERN IS THE MAIN EVIDENCE OF LACK OF PLT INPUT DURING THE FINAL MINUTES OF FLT.

Brief of Accident (Continued)

File No. - 753 8/09/85 RAWLINS,WY A/C Reg. No. N39RW Time (Lcl) - 0925 MDT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)
1. SUPERVISION - NOT POSSIBLE - PILOT IN COMMAND
2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3